The Mining Journal,

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

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WATSON BROTHERS' MINING CIRCULAR.

WATSON BROTHERS,
MINEOWNERS, STOCK AND SHARE DEALERS &c.
1, ST MICHAEL'S ALLEY, CORNHILL, LONDON.

We may state in reply to a correspondent that Langford was duly registered under the Act, which limits the liability to 10s. per share, before our announcement of the mine appeared. Another correspondent who applies for shares writes us that he was connected with a mine near Langford when a bunch of silver was cut, and which, according to Hunt's Statistics, yielded 10,000*l.* in 12 months (1878—1879). This he says was found at the *junction* of the Harrowbarrow (coppery mundic) and Well lodes 50 fathoms deep. This is the junction that we referred to last week as so important to reach in Langford.

Before next pay-day the agent of East Blue Hills hopes to sell 2 tons of tin, and keep up monthly returns about sufficient to meet cost while the great points of the mine are being proceeded with. In introducing the mine to our friends we stated that the great point was to cut the Pink lode 50 fms. deep, by continuing the adit; this is in course of progress, and before 500*l.* have been spent on the mine out of a capital of 3000*l.* it is making returns. Very few speculations have done like this. And, besides, the purser has obtained a grant from the Duchy of Cornwall for the extension of the sett, so as to take in the West Kitty lode, which in a short time sent these shares up from a nominal price to 10*l.* each. We look upon East Blue Hills, therefore, as one of the best tin speculations in Cornwall. The tin is now got from one end and a winze, and when the latter is holed good returns can be made.

We see no reason why these shares (East Blue Hills) should not double in price in a few months.

Cook's Kitchen has been worked without interruption for more than 100 years. As a copper mine it yielded about 2,000,000*l.* sterling. It is adjoining Dolcoath, and is now a tin mine with excellent prospects.

East Pool paid its first dividend as a copper mine in 1835, and its last in 1858. It is now a rich tin mine.

According to the assay made for the agent the ore of Wheal Crebor, at 10s. per unit, ought to have realised about 1600*l.* We were certainly disappointed, therefore, at the price it made.

What is called "dead rent" in a mining lease merges into royalty. Say the rent is 10*l.* a year, then if the dues or royalty in ores sold amount to that sum no rent is paid, Land damage is only paid once.

When we announced three weeks ago that we should introduce a mine under limited liability, attaching to it one of the main features of the Cost-book—that the exact price paid for it should be made known and all join alike, we received applications (before even the name of the mine was known) for 9000 shares. This we think is a convincing proof that, when fairly dealt with, the public are well disposed towards legitimate mining; and we may, we think, congratulate those who have secured shares in what, we have good reasons for believing, may turn out one of the finest mining speculations of the day. The new process so successfully adopted in Spain for making "mat" of poor silver ores will be ready in a few days for a trial. Thirty tons of the Langford refuse, of which there are such large quantities about the shaft, have been taken and tested for the experiment, and, we are informed, they yield 12 ounces of silver to the ton, and if the experiment prove successful several furnaces can be erected for a very trifling sum, and large profits made before the erection of the engine for pumping the water from the mine. In regard to this latter object it may show somewhat the estimation in which the speculation is held when we say that we have been offered a 60-inch engine, also whim engine and crusher, for which, if suitable, the whole purchase money will be taken in shares; and a certain number will be unallotted and reserved for the purpose.

Langford Silver and Copper Mining Company (Limited). The only contract relating to this company, and to which we referred last week, can be seen at the office of the company. It is dated 19th of October, 1881, and between William Criper, of one part, and C. B. Parry, trustee for the company, of the other part.

No application for shares in Langford at par will be entertained after Monday the 31st. After that time the price will be 10s. prem.

Prince of Wales will sample next week 72 tons of good quality copper ore.

At Clementina (Gwydyr Amalgamated) the 34 end north is worth 1 ton of lead ore per fathom.

The Polrose report is more favourable this week.

NO APPLICATIONS FOR SHARES RECEIVED AFTER THE 31ST.

Below will be found particulars of the mine we have once or twice alluded to; and as a proof of the estimation in which it is held, 6000 shares have been taken by the directors and secretary alone; while some thousands have also been applied for by others. Early application, therefore, must be made by those desirous of joining without premium.

THE

LANGFORD SILVER AND COPPER MINING COMPANY.

(LIMITED),

IN 25,000 SHARES OF 10S. EACH,

The first directors, who take 1000 shares each, are—

F. BRABY, Esq., F.G.S.
ORLANDO WEBB, Esq.
J. Y. WATSON, Esq., F.G.S.

Another Gentleman has intimated his intention of taking 2000 shares, and of joining the Direction hereafter.

SECRETARY.
CHARLES BROUGHAM PARRY, Gracechurch Buildings.

A lease of this mine, and the property upon it, for 21 years from the present time has been purchased for £1600, and the reports which follow speak for themselves.

Applications for shares must be made to Watson Brothers, 1, St. Michael's Alley, Cornhill, and be accompanied by a deposit of 5s. per share; the remaining 5s. to be paid on allotment. No premium will be charged to applicants up to the 29th inst. And it has been decided that for their services and trouble the firm of Watson Brothers shall be entitled to and receive 6d. per share on shares allotted.

In reference to Capt. Rowe's (the manager of Wheal Crebor) report, he informs us that all the specimens there referred to were broken in the mine by himself and son, and the copper ore was 25 per cent. produce. It will be seen from the reports that there are five lodes in the mine—three silver and two copper; and the great point of interest is the junction of the Great Silver and Great Copper lodes at about 50 fathoms deep. The shaft—where in the bottom the lode is said to be 12 feet wide—is down within a few feet of the junction; and it is considered that by the simple and inexpensive process referred to by Mr. Doble a large quantity of silver and copper mat may be returned at a good profit, while an engine is in process of erection on the shaft

The only contract will be between the licensee and a trustee for the company, dated Oct. 19

LANGFORD SILVER AND COPPER MINE.

MR. WALTER'S REPORT.

Tavistock, May 16.—This mine is situated in the parish of Callington, county of Cornwall. There are five lodes discovered in the sett—three silver lodes, and two copper lodes. The lodes are embedded in a soft light killas or clay-slate, very congenial for deposits of silver ores, and extend for 300 fms. through the sett in an easterly and westerly direction. Geologically the stratification is perfect for producing minerals, especially marked as such, for the granite range of Kit Hill forms a junction with the clay-slate within a short distance of the property. An adit level has been driven for a considerable distance on the great silver lode, and the silver ore all taken away from the back of the adit. Malachi's shaft has been sunk to a depth of 45 fms., and levels driven to communicate with Langdon's shaft about the same depth; from these shallow levels immense quantities of rich ruby and grey silver were returned some 30 years ago. These silver lodes proved exceedingly productive during the first working of the mine, and over 300,000*l.* worth of silver was raised, smelted, and sold from them, securing a large fortune to Capt. Malachi and his lucky partners, and the mine would have been working to this day but for lawsuits between the partners, and proceedings instituted by the Crown, who claimed the property as a royal mine, because the silver ores were smelted on the spot, and sold in bars and ingots, instead of being sold as silver ore. Since the mine ceased working about 10 tons of slag, refuse from the smelting furnace, has been dug up and sold for 90*l.* per ton; and there are some hundreds of tons of such slag somewhere buried up amongst the burrows of the mine, upon which a dwelling-house has since been erected. In Langford's shaft the Well, or great silver lode, forms a junction with the Harrowbarrow copper lode about 50 fms. deep. On sinking the shaft only a few fathoms deeper the junction will be reached, and large deposits of rich silver ore will to a certainty be found, as the habits of these two lodes convincingly proves the fact in the adjoining mines—East Cornwall, Mexico, and Wheal Brothers—where at the point of junction in depth very large discoveries of silver ores were made. The lode at the bottom of Langford's shaft is 10 feet big, and will turn out 30 tons of lodestuff to the fathom, averaging 10 to 15 ozs. of silver to the ton, so that in addition to the rich bonanzas of ruby and grey silver frequently found in this lode, all the low class silver matrix of the lode can be made to pay a good profit by the process now adopted for extraction. Thousands of tons of such refuse from the lode now lying around the shafts can thus be turned to a good profit. I have known the property for a number of years, and believe it to be the richest in England for silver. It would have been reworked long ago, but for the exhorbitant sum required for the property. I would recommend that a 50-in. steam-engine be placed in the engine-house, now standing near Langford's shaft, confining all operations solely to draining the mine and sinking the shaft deeper, so as to reach the junction of the two lodes already alluded to; this accomplished, a great fortune is within the reach of all parties interested. I shall be happy to give further information at any time when required. R. WALTERS, Mineral Surveyor.

LANGFORD SILVER AND COPPER MINE.

CAPT. KNOTT'S REPORT.

Harrowbarrow, May 17.—This sett or grant embraces several rich lodes and cross-courses; the stratum through which the lode runs is a light clay-slate. The principle lode operated upon by the former miner was the main silver lode, on which an adit level was driven for a considerable distance, and also two shafts sunk on it; both from the adit level, shafts, and other levels, immense quantities of silver, silver lead, and copper ores were raised and sold; some of the silver ores worth 600*l.* per ton. The shafts alluded to, called Malachi's and Langdon's, are sunk on the lode to a depth of 30 and 35 fms. respectively; from these shafts, about 40 fms. apart, different levels were driven on the lode, and from the 10, 20, and 35, vast quantities of silver ores were raised, smelted, and sold, and in the bottom and backs of these levels much silver ore will be found on further explorations. Nearly opposite Malachi's shaft the main engine-shaft has been sunk to a depth of 46 fms. on the old Harrowbarrow tin and copper lode, for the purpose of reaching the junction of the main silver lode. The lode is 10 ft. to 12 ft. big at this point, and contains saving work for silver-lead, copper and other minerals. This is the most interesting and most important point in the mine, and must not be overlooked in any future development, for in my opinion very valuable discoveries of rich silver ore will be met with on sinking the shaft a few fathoms deeper. Since this mine, and East Cornwall, the adjoining mine, was stopped, I have dug out many tons of refuse slag from the smelting works, and sold the same for 90*l.* per ton, thus showing the inadequate manner in which these mines were first managed, and there is a great quantity of such slag now lying buried underneath the burrows close to Langdon's shaft. I may add that there are immense quantities of low-class silver ore containing from 10 ozs. to 20 ozs. of silver to the ton, from which, by improved methods of extraction, profitable returns can now be made, but which was valueless when the mine last worked. I consider the Langford Silver Mine a most valuable property, and I would place on record my opinion, as a manager of silver mines, and an assayer for over 50 years, that this mine will pay well for re-working, and will prove hereafter a most successful and profitable enterprise. W. KNOTT.

LANGFORD SILVER AND COPPER MINE.

MR. DOBLE'S REPORT.

Calstock, May 17.—Agreeable to your request I herewith forward you a short report on this mine. I have been engaged a number of years in silver mining and silver reduction works. Some four years I was engaged in the Wheal Brothers silver extraction works, which is one of the adjoining mines to Langford, and my attention was frequently called to the burrows or waste heaps around the shafts at Langford, containing ores not sufficiently rich in silver to pay the miner for raising it for sale to the smelters, but by treating it on the mine by a process carried out in the South of Spain (from where I have recently returned), there is not the least doubt there are thousands of tons already at surface that will leave a good profit on re-working. You will have an idea of the economical working of this process when I assure you that the owners of these silver works in Spain are purchasing ores only containing 8 ozs. of silver per ton for the purpose of treating the same in their works. By the assays I have made of the burrows now lying at Langford, I have no hesitation in saying that all the lodestuff that may be broken when the mine is unwatered can be treated at a profit. Apart from this you will, no doubt, meet with rich deposits of silver ore. As to the quantity of lode-stuff to be risen from the lodes in the mine there must be an immense quantity for any works that may eventually be erected for the treatment of the ores on the mine, as I have heard Capt. Knott mention several times that at the point of junction of the Harrowbarrrow copper lode and the Well lode, the lode thereby formed is full 10 ft. wide. I may mention that after becoming acquainted with the method of treating silver ores in Spain, which is carried out there on a very large scale, and also the character, as to the gangue and the ore under treatment, I often mentioned to my friends there that the mines in the Harrowbarrow district could be worked and treated by the same process at a splendid profit, and which I am certain would be the result if the mines were economically worked, and the treatment of the ores carried out on the mines by the process referred to. J. W. DOBLE.

LANGFORD SILVER AND COPPER MINE.

FROM CAPT. ROWE, MANAGER OF WHEAL CREBOR.

Wheal Crebor, May 24.—This mining property is situated in the parish of Callington, Cornwall, at the foot of the southern slope of the granite range of Kit Hill, embracing the most approved metalliferous producing qualities of clay-slate formation in which the almost fabulous amount of riches, mineral wealth in silver and copper ore have been found. And, literally speaking, fortunes have been made by the silver miners, working on tribute, or tack-note, from the lords of the soil at and above the adit level, which is extended on the course of the silver lode from the mouth over 300 fms., and not exceeding 10 or 12 fms. deep, where the greater part of this dry ground has been taken away, and the silver ores sold, which have realised from 50*l.* to 600*l.* per ton. And I am informed by reliable authority that fetched the almost fabulous amount of 1700*l.* per ton. I cannot state more convincing proofs of my observations on this most extraordinary mining property than by going back and looking over former remarks by myself and son. Some years ago, when we carefully surveyed all the available parts of the mine, and broke from the different parts of the lode samples, which we carefully assayed, and sent the silver prices to a friend in London, giving the following results: No. 1 sample of silver ore, 337 ozs.; value 84*l.* per ton; No. 2 sample of silver ore, 130 ozs. 13 dwts. 8 grs.: value 32*l.* 10s. 8d. per ton; No. 3 sample of silver ore, 27 ozs. 6 dwts. 16 grs.; value 9*l.* 10s. 8d. per ton; No. 4 copper, 25½ per cent. of fine copper. There are at least four lodes in the sett, two of which are productive of silver, and the other lodes productive of very high percentage copper ore, which is of paramount importance in the proper development of the mine, and has been found to produce from 2 to 3 tons of copper ore in a fathom, and in places 12 ft. wide, yielding rich quality copper ore interspersed with lead and silver. Nevertheless, the rich silver lode underlying south, and the great copper lode underlying north, were in those days the great points of attraction to sink the engine-shaft to the point of the junction of the copper and silver lodes approaching each other at a depth of not more than 50 fms. below the adit level. And the shaft is already sunk 48 fms. below the surface, and could not be exceeded in those days in consequence of the inability of their inadequate machinery to keep the mine drained. Another engine-shaft is also sunk some short distance to the east with similar results, and levels communicated at the 10, 20, and 35 fm. levels, where the lode was found going down rich in silver, and worked to some considerable extent for 30 fms. in length, with all the rich silver ground standing below the level, and going down in the bottom of the mine, which will be available after the mine is drained and the shaft a few fathoms deeper to meet the junction of both the silver and copper lodes, which will require not less than a 50-in. or 60-in. cylinder pumping-engine, with suitable pitwork to match, which should be erected without delay. Having the engine-house and stock already built with other necessary buildings suitable for the use of the mine. I need not offer any further remarks on this extraordinary silver mining property. Believing as I do in the mine being properly developed with adequate machinery and energy employed in the right direction, that Langford silver will not be second to any mining property of equal magnitude within the silver bearing stratification of Calstock and Callington, and that great and lasting profits will be the results in a comparatively short period after the workings are drained. The mine is only about 3 miles from the navigable River Tamar, and about 1 mile from the East Cornwall Mineral Railway, rendering cheap transit of all materials, ores, and the produce of the mines. GEORGE ROWE.

CASSELL'S PUBLICATIONS.—Science for All, part 48 contains the conclusion of the article on the Optics of a Lighthouse, which contains the important announcement in the popular description of a plano-convex lens that a plane is a convex surface having an infinite radius—a discovery which is said to have earned for Mr. H. Trueman Wood the fellowship of the Royal Society. The article on the whole is well written, and gives a sound idea of the subject. Mr. W. Durham, F.R.S.E., discusses a Pinch of Salt; Prof. A. Lerth Adams, F.R.S., of Queen's College, Cork, treats of Elephants; and Dr. C. Callaway closes the volume with an article on Cracks in the Earth's Crust. The History of Protestantism, part 29, embraces the chapters on the Martyrs of the Bohemian Church, on the Suppression of Protestantism in Bohemia, which concludes the 19th book; and the earlier chapters of book 20, which treats of Protestantism in Hungary and Transylvania, the planting of Protstantism, and its flourishing condition in those countries, followed by Ferdinand II., and the era of persecution. In the fourth chapter Leopold I., and the Jesuits are dealt with, and the suceeding chapter treats of the banishment of pastors and desolation of the Church of Hungary. The Thirty Years War forms the subject of the 21st book. Knight's Dictionary of Mechanics, part 59, extends from Rag-work to Reaper.

Registration of New Companies.

The following joint-stock companies have been duly registered:—

THE PATENT PROTECTOR TOE-CAP COMPANY (Limited).—Capital 10,000*l.*, in shares of 5*l.* To carry on the business of manufacturers, merchants, and dealers in leather, boots, shoes, and the purchasing and working of a certain patent. The subscribers are—W. Chapman, Leicester, 10; E. Wood, Leicester, 10; E. J. Oppenheim, Leicester, 5; B. Harvey, Leicester, 2; F. Birch, Northampton, 2; A. C. Palmer, Lee, 5; J. Freshwater, 50, Watling-street, 5.

MYERS CATTLE SPICE COMPANY (Limited).—Capital 30,000*l.*, in shares of 5*l.* To purchase, take over, and carry on an established business at Hull and York. The subscribers (who take one share each) are—T. Myers, Hull; J. H. Milestone, Hull; J. Greenwood, Hull: L. Swaley, Ealing; H. E. M. Davies, 3, Queen-street; T. Boyer, Hackney; T. W. West, Sudbury.

W. E. SPENCER AND COMPANY (Limited).—Capital 60,000*l.*, in shares of 3*l.* To acquire and continue a tobacco and cigar manufacturing business at 39, City-road, London. The subscribers (who take one share each) are—L. H. Wahltuck, 39, City-road; W. E. Spencer, 39, City-road; J. Abrahams, 38, Holloway-road; C. R. Pigler, 205, Dalston-lane; G. Morton, Bow; F. J. Hetherington, Fulham; H. Gros, 9, Water-lane.

CITY OF LIVERPOOL SHIP COMPANY (Limited).—Capital 15,000*l.*, in shares of 10*l.* The purchasing, owning, and working the ship Three Brothers. The subscribers (who take one share each) are—H. W. Williams, Liverpool; W. H Jones, Liverpool; J. W. Gill, Liverpool; J. W. Holmes, Liverpool; J. R. Renney, Liverpool; T. J. Williams, Liverpool.

THE NORTHAMPTON LAND INVESTMENT AND ADVANCE COMPANY (Limited).—Capital 50,000*l.*, in shares of 50*l.*, to carry on a land company's business in all branches. The subribers are—J. Cove, 7, Langham-place, 20; W. Moxon, 26, Dowgate, 20; J. Bayley, Northampton, 20; J. Horsey, Northampton, 20; W. Hull, Northampton, 10; H. Martin, Northampton, 20; R. Howes, Northampton, 20.

SOUTHPORT AND BIRKDALE SUPPLY ASSOCIATION (Limited).—Capital, 10,000*l.*, in shares of 1*l.* The business of a co-operative society in all branches. The subscribers (who take one share each) are—C. L. Nuttall, Southport; G. Scales, Birkdale; E. Richardson, Liverpool; H. Kidson, Southport; J. Shervatt, Southport; G. Thompson, Southport; J. Witty, Southport.

THE LANGFORD SILVER AND COPPER MINING COMPANY (Limited).—Capital, 12,500*l.*, in shares of 10s. To adopt and carry into effect an agreement made between W. Criper, on the one part, and C. B. Parry, as trustee, for the purchase of a lease of the silver and copper mine known as Fullaford's, situate in the parish of Callington, Cornwall; to purchase or otherwise acquire any other mines, lands, mineral properties or rights, leases or interests in lands, mines, &c., and to carry on and conduct the business of a mining and smelting company in all branches. The subscribers (who take one share each) are—O. Webb, Ford-place, solicitor; J. Y. Watson, 1, St. Michael's-alley, mine owner; W. Criper, Tavistock, merchant; C. B. Parry, Gracechurch Buildings, mining agent; J. T. Akrill, South Croydon, accountant; N. F. Watson, 1, St. Michael's-alley, share dealer; H. J. Dean, 1, St. Michael's-alley, share dealer. The first directors are—Messrs. Watson, Webb, and F. Braby. The number must not exceed five or be less than three, and the qualification is fixed at 100 shares. The remuneration is 250*l.* per annum.

THE LARGS BONE AND SEED CRUSHING COMPANY (Limited).—Capital 12,000*l.*, in shares of 10*l.* The carrying on the manufacture of artificial manure, seed crushing, &c. The subscribers (who take one share each) are—J. J. Johnstone, Bootle; J. B. Wallace, Liverpool; G. S. Goodwood, Liverpool; W. Esplen, Liverpool; W. Johnstone, Bootle; J. Allan, Bootle; R. Wallace, Liverpool.

A. W. HALL AND COMPANY (Limited).—Capital 50,000*l.*, in shares of 500*l.* To purchase and continue a business of chemical manufacturers, merchants, and brokers, established at Redbridge and Southampton. The subscribers (who take one share each) are—A. W. Hall, Millbrook; T. A. F. Hall, Millbrook; G. Meares, Bournemouth; W. Macnamara, Southampton; E. D. Brickwood, 11, King's Bench Walk; H. Brooks, 42, Emperor's Gate; C. F. Henshaw, 90, St. George's Square.

LONDON AND HOME COUNTIES DAIRY COMPANY (Limited).—Capital 50,000*l*, in shares of 1*l.* To carry on in the Metropolis or elsewhere the business of a dairyman, farmer, &c. The subscribers are—W. Young, 48, Fenchurch-street, 20; T. M. Field, 43, Eardley Crescent, 20; W. W. Anderson, Inverness, 20; R. P. Birkett, 23, Queen Vitcoria-street, 3; H. W. Morris, Chelsea, 20; H. Green, 46, Queen Victoria-street, 1; C. Doggett, 46, Queen Victoria-street, 1.

THE PATENT JOINTING MANUFACTURING COMPANY (Limited).—Capital 10,000*l.*, in shares of 5*l.* The manufacturing, selling, and working of machinery in connection with letters patent. The subscribers (who take one share each) are—G. Tall, Hounslow; H. Barrett, Dulwich; C. G. Elers, 91, Holland-road; B. Tall, 10, Nottingham-place; G. T. Wills, Crewkerne; T. H. Ryall, 9, Dacre-street; J. J. Varley, Brixton.

PEMBROKE STEAMSHIP COMPANY (Limited).—Capital 32,000*l.*, in shares of 1*l.* To carry on a shipowner's business in all branches. The subscribers (who take one share each) are—D. E. Geyner, Liverpool; W. Schroeder, Liverpool; H. J. Martyn, Newquay; W. Glynne Liverpool; W. C. James, Liverpool; T. C. Rolls, Liverpool; J. Brooking, Liverpool.

THE LONDON CHAMBER OF COMMERCE (Incorporated).—The promotion of the trade, commerce, shipping, and manufactures of London, and of the home, colonial, and foreign trades of the United Kingdom. The subscribers are—W. M'Arthur, Mansion House; P. Hirschfell, 15, Philpot-lane; J. H. Tritton, 54, Lombard-street; S. Harrison, 3, Great Tower-street; E. Power, 118, Bishopsgate-street; M. J. Thompson, jun., 38, Mincing-lane; J. H. Buckingham, 35, Wood-street.

THE LEAMINGTON THEATRE COMPANY (Limited). — Capital 10,000*l.*, in shares of 5*l.* To build and establish a local theatre. The subscribers are—H. Bright, Leamington, 50; H. C. Pasman, Leamington, 50; J. Fell, Leamington, 50; L. Bishop, Leamington, 25; T. Southorn, Leamington, 25; J. Watson, Leamington, 10; F. B. Osborn, Birmingham, 50.

NEWTON, CHAMBERS, AND COMPANY (Limited). — Capital 650,000*l.*, in shares of 20*l.* To purchase works and develope the business of Messrs. Newton, Chambers, and Co., of the Thorncliffe and Chapeltown Ironworks and Collieries, near Sheffield, and generally to carry on the business of coal masters, iron masters, miners, coke manufacturers, smelters, engineers, steel converters, and iron founders, &c. The subscribers (who take one share each) are—T. C. Newton, Sheffield; Lord Wharncliffe, Worthing Hall; W. Sidebottom, Manchester; E. Tozer, Sheffield; A. J. Robinson, Clitherow Castle; E. Dawson, Chapeltown; A. M. Chambers, Chapeltown.

THE ORE REDUCTION COMPANY (Limited).—Capital 30,000*l.*, in shares of 1*l.* To manufacture, sell, and let apparatus and materials in connection with certain patents. The subscribers (who take one share each) are—J. F. Cass, 12, Furnival's Inn; E. Bruff, 33, Chancery-lane; T. A, Browne, Harrogate; E. C. Holland, 126, Surrey-road; E. M. Cookesley, jun., United Service Club; A. H. Bateman, Belvedere; G. E. J. Gibney, 4, Queen-street Place.

THE HARLESTON AGRICULTURAL COMPANY (Limited).—Capital 10,000*l.*, in shares of 25*l.* To hire or otherwise acquire farms, buildings, premises, &c. The subscribers are—G. W. Beaumont, Weynad, 80; G. Chase, Weynad, 40; G. Durant, Norfolk, 40; E. Beau-

mont, Norwich, 12; W. Edwards, Harleston 20; J. M. Barnes, Morningthorpe, 40; M. Hassard, Harleston, 40.

REPORT FROM CORNWALL.

Oct. 27.—There is a natural amount of impatience felt at the anything but inevitable delay which is taking place in the full realisation of the improvement fully and fairly warranted by the condition of the tin statistics. Though it is always good, and especially good in matters connected with mining, to "hasten slowly," there is no adequate reason for such very slow progress as this, and it is high time pleasant prospects were changed into full and pleasanter certainty. Every week, however, that passes now makes the permanent character of the improvement effected still more secure, and with that in view, and the prices at present actually realised, we must perforce be content until it pleases the masters of the situation to move.

There seems a very fair prospect that 1881 will leave a permanent mark upon the condition of mining enterprise in the West in the resuscitation and permanent improvement of not a few mines. If we except the ephemeral creations of the past few months—not a few of which were like the proverbial razors, made to sell—we shall have as the result of the year's enterprise a substantial addition to the area of legitimate mining, which will be the most satisfactory token and proof we could have of the thoroughly solid character of the revival that has taken place. Next year the improvement, by all appearance, will make itself still more marked, and we believe that there is every reason to anticipate that, as compared with 1880, the dividend mines of Cornwall and Devon will be at least doubled in 1882, and probably something more.

We did not allude last week to the presentation to Sir P. P. Smith, of Truro, of his portrait, which is to hang in future in the Town Hall of that city. Sir P. P. Smith, not only in his professional capacity but as private gentleman, and in various ways, has had much to do with the mining interests of the county, and there is no one in Cornwall who is held in higher and better deserved esteem. A more honourable and courteous gentleman there is not in the West, and never was token of public respect more thoroughly deserved.

Mr. Benedict Kitto, F.G.S., to whom in connection with the Miners' Association not only Cornwall but mining in Devon owes so much, has taken his final and formal leave of the West, the special occasion being the distribution by Mr. W. C. Pendarves of the prizes at the Camborne Science Classes. He has not been allowed to leave without a substantial recognition of his services in the shape of a cheque, which was presented to him by the hands of Mr. Pendarves at the end of the distribution. In recognising this, Mr. Kitto said that he left his work in the hands of his successor—Mr. Berringer—with the greatest possible confidence.

TRADE OF THE TYNE AND WEAR.

Oct. 27.—The coal, coke, and other trades have been considerably disorganised by the extremely heavy weather in the North Sea. In the middle of last week there was a large arrival of steamers and sailing vessels, and a great number were loaded in the docks and at the various shipping places in those rivers, and a fair trade was done so far as the loading of vessels was concerned, but the continued heavy weather prevented the sailing of any vessels for many days. On Oct. 14 this coast was visited by a hurrican of great, we believe of unprecedented, violence. The gale came on with great rapidity, but it was preceded by a rapid fall of the barometer, the fall amounting to considerably more than an inch of mercury in 18 hours, and this fall ought to have warned the numerous fishermen who sailed on that morning of their danger, many of whom have returned, and some of whom were warned by the harbour masters on the north-east coast, but they only laughed at the warnings, and trusted to their judgment of the weather signs, and a large number of those brave men lost their lives. It is to be hoped in future the fishermen on the coast will pay more attention to the indications of the barometer. It is matter for congratulation that during these great storms and rapid fluctuations of the barometer we have so far had no mining disasters, although the danger of accidents is certainly considerably increased by unsettled weather. It is also matter for congratulation that although the sailing of vessels from the Tyne has been prevented for some time by heavy weather, both sailing vessels and steamers, although few in number, have continued to arrive, and with few exceptions they have been able to enter the harbour in safety. The extension of the Tyne piers and the increased depth of water and general improvements effected have made this possible. On the day named (Oct. 14) the lowest point the barometer reached was 28·40 at the sea level. This occurred at 12·30 on that day, and after one o'clock P.M. the mercury rose rapidly, but the crisis of the storm was only reached about two o'clock. At that time the speed of the wind no doubt reached 65 miles per hour. Heavy rain also fell, but the raid driven over a level surfaces had the appearance of steam or vapour. Great damage ensued both on land and at sea. Numbers of large trees were blown down, and in some cases whole plantations. Great damage was done to house property, and the strongest built houses in isolated situations were severely shaken.

As the docks and harbours here continue to be crowded with laden ships work will be much interfered with at the collieries this week. All the ships to hand have been engaged at advanced rates. Many foreign ships have been engaged for the lower Baltic ports. Small coasters are still wanted for house and gas coal. The stoppage through detention of steamers and sailing vessels being so great it is rather difficult at present to judge of the state of the coal and coke trades, but it is still satisfactory to note that household coal is improving in price, and the value of all other coal is fully maintained. It appears that the coal shipments from this country continue to increase. In September the total shipments were of coals and coke 2,325,505 tons, and in September, 1880, 2,149,318 tons, and 1,943,505 tons in September, 1879. France takes the largest quantity, Russia is second, Germany third, and Italy fourth. The total shipments foreign were for the first nine months of this year 18,366,928 tons; and for the same period in 1880, 17,643,262 tons; and in 1879, 15,532,598 tons. It is computed from these data that the probable shipments in 1880 when completed will reach 24½ million tons. To-day (Wednesday) the weather and sea have moderated, and a large number of vessels—upwards of 100—have proceeded; but there have been few arrivals, and the coal and other trades are much obstructed in consequence. The best house coal in Durham has been advanced 1s. per ton this week. The experiment made by the Marquis of Londonderry to supply house coals to consumers in London has so far proved very successful. The coals are sent direct to the wharf in the Thames from the collieries, and delivered to consumers in the City at 22s. per ton.

The Iron Trade contiues good in all branches. There have been some fluctuations in prices during the past few days, mainly caused by the state of the Scotch markets, but there is a good demand for shipment, and also for home consumption, for all classes of finished and pig-iron; and, as stocks are steadily decreasing, the prospect for the trade is certainly good. As the make is reduced it is expected that a large reduction in stocks will appear at the end of the month, when the returns are made up. An advance in the rates of Cleveland pig-iron is announced from America, but ironmasters rely chiefly on the home and European trade. Scotland, since the present month opened, has been drawing very largely on Cleveland pig-iron, nearly one-half of the quantity shipped having been for Scotland. The greater part of the remainder has been sent to the Baltic. The demand for manufactured iron remains steady. Though there is less pressure consumers show more inclination to wait since a lull appeared in the pig-iron market. The starting of the plate mills, and consequent increase of make at Walker, on the Tyne, and at Hartlepool, tends to relieve the pressure for ship iron. The Wear rolling-mills are also turning out a great quantity of plates and other finished iron. A large order for railway wagons has been received in the district, and the minor industries generally are very well employod. There is a steady demand for angles and bars. The prices of iron are about—Bars, 6*l.*; angles, 6*l.* 2s. 6d.; plates, 6*l.* 10s.; boiler-plates, 7*l.* 10s. to 7*l.* 15s.; puddled bars, 4*l.* net. Pig-iron on Friday last, No. 3, was 42s. per ton. Warrants 42s., No. 3. Messrs. Connall's stocks of warrants, 181,780 tons—a decrease of 465 tons. Coal and coke very steady. In the Northern iron trade, in regard to wages and the sliding scale, it may be stated that on Saturday the accountants to the board of arbitration made the quarterly return ending Sept. 30, 1881, from which it appears that the net average selling price of iron for that period was of all classes 5*l.* 19s. 6d.; ditto, with the exception of rails, 5*l.* 19s. 8d. The quantities of the different classes of iron sold and the price of each are—Rails, 2018 tons, at an average price of 5*l.* 9s. 6d. per ton; plates, 95,436 tons, at 6*l.* 2s. 8d.; bars, 19,058 tons, at 6*l.* 1s. 3d.; and angles, 28,850 tons, at 5*l.* 8s. 5d. per ton. It will be seen that iron rails are a very small item in the iron manufacture at present, and steel rails are not included in the return. Those figures give the rate for puddling in accordance with the sliding scale at 7s. 6d. per ton, and there will be no alteration from present rates. During the last quarter there has been a gradual rise in the value of iron, and it is probable that in the next quarter there will be a rise in wages. At Middlesborough, on Tuesday, there was a large attendance, but little business was done; buyers offered 41s. per ton, but sellers will not accept this, and persist in quoting higher figures. It is believed, however, that iron will be dearer; ewing to bad weather shipments have been comparatively small. A large reduction in stocks is anticipated as the reduced make is adhered to. In the finished iron trade there is still great activity, and prices are fully maintained. The coal and coke trades are improving.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

Oct. 27.—As the date (Nov. 1) approaches when we had by some traders been promised a second advance of 1s. per ton in the Earl of Dudley's coal, the opinion grows that such action will be postponed for certainly another month. And there are those who this week express the view that no alteration will take place until the new year is entered upon. All will, however, depend upon the action of the colliers and the state of the demand between now and Dec. 1. The markets, yesterday and to-day, were rather less active than a week ago, alike as to raw and rolled iron. But prices kept up, and vendors in no way complained. Staffordshire all mine pigs brought 2s. 6ds. to 5s. per ton more than Shropshire ditto. Thus they were 3*l.* 7s. 6d. to 3*l.* 10s. for hot blast sorts. Best part mine pigs were 2*l.* 15s. to 2*l.* 17s. 6d. Common pigs were quoted 2*l.* 5s. to 2*l.* 7s. 6d. Hematites were less buoyant at 72s. 6d. to 75s., as agents' quotations. Runcorn purple ore was quoted 19s. 6d., which is an advance of 4s. per ton compared with a month ago. Finished iron continues in heavy out-turn at the prices of last week.

The arbitrators under the South Staffordshire Mines Drainage Acts have just given notice of their intention to make a draft mines drainage award for the Old Hill district. They estimate that the rate required will be 3d. per ton on fireclay and limestone, and 6d. per ton on ironstone, coal, and slack. The rate is subject to appeals, which the arbitrators will hear on Nov. 5.

The Capponfield Furnaces at Bilston, the property of Messrs. John Bagnall and Sons (Limited), have been sold to Mr. Alfred Hickman, of the Spring Vale Furnaces, Bilston, for about 12,000*l.* The furnaces are at present being worked by Messrs. Bradley Brothers under a lease, and the present sale is subject to it. Mr. Hickman has joined the directorate of Messrs. Bagnall's.

Messrs. John Yates and Co. have received a first award for their collection of edge tools, hammers, forks, spades, shovels, &c., as shown at the Adelaide Exhibition.

The finished ironworks of Messrs. Bissell and Son, of the Birchills, Walsall, are about to be disposed of to Messrs. Thomas Brothers, pigmakers, Walsall. Mr. Bissell, sen., contemplates retiring from trade.

A strike amongst the North Staffordshire miners in the district of Silverdale seems almost inevitable. The men, numbering over 1500, have refused the advance of 5 per cent. in wages offered by the masters, and have determined unless the whole advance of 10 per cent. demanded by them be conceded by the expiry of their notice next week, they will go out on strike.

Interesting Experiments with Blasting Gelatine.—A party of gentlemen interested in limestone mining assembled at the Earl of Dudley's Coneygre limestone pits, near Dudley Port, to witness some experiments with Nobel's Blasting Gelatine. Mr. E. F. Smith, the principal mining agent of Lord Dudley, was present, as was also Mr. J. Cole, the general manager, Mr. E. P. Jobson, Mr. Addenbrooke, and others. The limestone is of the hardest kind, and holes had been bored in on the previous day. Mr. William Toye, the representative of the company, and Mr. T. G. Marsh (Dudley), agent for the Midland Counties, conducted the experiments, which were unusually successful, the stone being brought away in great masses, and in good commercial condition.

REPORT FROM DERBYSHIRE AND YORKSHIRE.

Oct. 27.—Iron manufacturing and mining in Derbyshire are now looking much healthier than they have done for a considerable time past, with every prospect of their continuing so. The iron trade, so far as the raw material is concerned, is perhaps better than it has been during any previous part of the year, for not only has the demand increased in a marked manner, but prices have gone up to something like a paying point, and stocks have decreased, for iron makers show a decided preference for the ores of Northamptonshire, and the demands made upon the resources of that county are increasing, to the great advantage of the Midland Railway Company, and for which we take to ourselves some of the credit, seeing that the local historians of Northampton have freely admitted that the *Mining Journal* led to the vast resources of ironstone of that county, as well as its quality, being disseminated throughout all our mining districts. The adjoining county of Rutland is now coming to the fore as regards ironstone, as we stated a few years ago would be the case, so that there will be no difficulty in obtaining as much ore, far richer in metallicism than that of either Cleveland or Lincolnshire, as is required for all the furnaces in Derbyshire, Notts, and South Yorkshire, whilst the Midland Company gives a most favourable rate throughout the extent of its lines. The ore of Northamptonshire, it may be said, is particularly well adapted for converting into steel by the Gilchrist-Thomas process, and that it will be extensively used for that purpose before long admits of but little doubt, seeing that iron for so many purposes is giving way to the rapid advance of steel, and that the age of iron is fast giving way to that of "the age of steel." At Dronfield the steelworks are in a high state of activity, there being a brisk demand for rails, the price of which has gone up of late. The house coal trade continues good for the time of year, and a large tonnage has been forwarded to the Metropolis during the past week, especially by the Midland Railway for Clay Cross, Eckington, Grassmoor, Blackwell, and Langley Mill. The London prices continue high, Silkstones being 24s. per ton delivered to customers, whilst the charges at the pits are not more than 9s. per ton, so that merchants' profits must now be really good. Steam coal is still in steady request, both for locomotive and iron-smelting purposes.

In Sheffield business generally continues good, more particularly in the heavy departments, in which the workmen have as much as ever they can do. The mills are working well, there being a large output of armour plates of the newest pattern, not only for our own Government but for the Brazilian and other Governments as well. Ordinary iron plates have been in steady request, as have sheets, wire, and merchant iron. Makers of crucible steel are busier than they were, especially in certain fine qualities, for some of our local manufacturers. The business doing in Bessemer rails is still large, there having lately been an advance of from 10s. to 15s. per ton, and this scarcely equalises the sum charged for hematite pig at the present time with what was charged a month or two ago. Billets of the same material are in fair request, and a good deal of the steel is also being used for some descriptions of cutlery and tools. In cutlery a steady business is being done, the demand being heaviest for the fine qualities of table and pocket knives, a fair amount being for exportation. Edge tools have been going off well lately, and a steady business is being done in saws and files for the home markets. Makers of railway material continue to have a rather good time of it, for orders have come freely to hand for wagon wheels, springs, tyres, and axles. The engineering departments are quiet, the work in hand being of a light character, and any briskness there is relates to repairs. At several of the foundries there is great activity in the production of kitchen ranges, stoves, grates, and castings required by builders, as well as in pipes. The make of pig at the furnaces in the district has been well kept up at Parkgate and other places, whilst a good quantity of hematite continues to be imported for the use of steel makers. Prices advanced lately have been well kept up, and the advance on finished iron as well, so that merchant iron sells at 7*l.* to 10*l.* per ton, and Bessemer steel from 6*l.* to 10*l.* 10s. per ton. One of the leading items in connection with some of our largest works is the lighting of them by electricity, which will be a great advantage to the workmen, seeing that many establishments have to be kept going night and day. The works at Parkgate have been turning out large quantities of mill material, whilst the branch of the Atlas establishment at Swindon Bridge has also been doing well.

In South Yorkshire the coal trade has much improved of late, and prices are better than they were, so far as new orders and contracts are concerned, and a good deal is being forwarded to the London market. Steam coal has also gone off well to Grimsby and Hull for shipment to the Baltic in particular, the early closing of which may now be looked forward to. From Goole during the last few days several cargoes have been sent to the home ports and to Havre, as well as to Ostend, whilst one vessel cleared with coal for Port Natal. The advance in the price of coal is likely to be now followed by a demand for an increase of wages on the part of the miners, a movement in that direction having already commenced.

The works and collieries belonging to the well-known firm of Newton, Chambers, and Co., are to be turned into a limited liability company. The firm has held the highest of reputations for pipes gas-making material of every description, cooking ranges, and certain specialities and patented inventions. The output of coal from the collieries exceeds 600,000 tons a year, whilst the firm has recently been sending at the rate of upwards of 20,000 tons of coal to London alone.

TRADE IN SOUTH WALES.

Oct. 27.—Although the shipments of coal at Cardiff, Newport, and Swansea exhibit a falling off when compared with those of the last few weeks, the fact must not be attributed to the want of orders, but to the adverse weather and the all-engrossing circumstance that the Prince of Wales has at last visited that portion of the kingdom whence he derives his title. The amount of coal sent away from Cardiff since last report has been 92,244 tons; Newport, 21,917; Swansea, 6752. Of patent fuel Cardiff has shipped 2106 tons, and Swansea 977 tons. The trade of Swansea was brought almost to a standstill by the royal visit. The subject of the use of gunpowder in mines still occupies the attention of both employers and employed in the district, and the report of the Royal Commision, just issued, throws some light on the subject. It is there stated that it is impossible to do without the use of gunpowder in mines, according to the overwhelming evidence of many witnesses. The point insisted on by the inspectors is that no one shall be present at blasting except those who are employed in the task. The object of all recent legislation is to minimise the loss of life, and that is one step towards its accomplishment. Some miners raise the cry of *Non possumus* as regards the new regulation, but the same cry has been raised over and over again when any change for the ultimate safety of the miners has been proposed. As the double shift is not adopted to any great extent in this locality, there is always a period when the mines are free from the presence of the coal cutters, and that is the time which common sense would point to as the period for blasting. The iron trade is more healthy now than at any time since 1874, when the trade seemed to depart never to come back again, and people were prepared to pronounce the word *Ichabod* upon that branch of our coal trades. With a sufficiency of orders to keep the works going for the winter and an advance in prices, there is every reason why both employers and employed should rejoice over the present state of things. The tin-plate trade is a trifle healthier, but the excessive output keeps this branch of business under a cloud.

REPORT FROM NORTH WALES, SALOP, AND CARDIGAN.

Oct. 27.—Following the revival in the Slate Trade the important industries of brick, tile, and other articles used in the building and sanitary trades of the neighbourhood of Ruabon have quickened recently. These trades, which have of late years grown to large dimensions, took their rise, as far as the manufacture of these articles from the fire-clays of the coal measures, about the beginning of the present century at Trefonnen, near Oswestry, near the southern termination of the North Wales coal field. A successful work was carried on here up to within 30 years ago by the late Mr. Howell. About this date the works were taken by the late Messrs. Croxon, and removed to the Sweeney Colliery. A few years subsequently Mr. Thomas Savon, to whom Wales owes so much in the matter of railway accommodation, started an important works at the Coed-y-go Colliery, near Oswestry, and connected them by a branch line with the Cambrian Railway. A new landowner having arisen who objected to such works being near his residence, they were razed to the ground, and the railway stripped after only a few years work. In the meantime the industry took root in the neighbourhood of Ruabon, and the founder of the trade in this neighbourhood is Mr. J. C. Edwards, of the Trefynant and Peny-y-bont Works. The former works are the oldest, and here from the fine bed of clay several yard thick that underlies the Llwynenion or Half-yard coal are made the fire-bricks, pipes, tiles, and other things for which the works have become famous. Other works—Bower's, Seacombe's, and others—have also been established, and are in full work manufacturing similar articles from the same and other beds of clay. Within the last few years Mr. Edwards took the Pen-y-bont Works, formerly worked by the Messrs. Gethin, who were long connected with the mineral industries of the district. These works are established to work the deep red marls of the Permian strata, the products being of a fine red colour, fine, dense, and impervious to wet.

I am glad to hear of our friend Lady Ann in the Llanarmon district once more, and I wish the promoters of this and other similar enterprises in that neighbourhood all the success they desire and deserve. It would be interesting to hear of the progress made at the Hope Mountain Lead Mine explorations. The reports from the mine further north on this range seem satisfactory, especially those of the Pioneer group. How is it that the name Pioneer originally given to the copper mine in Merioneth is being gradually transferred to the Flintshire lead mines? Can it be, to parody Tennyson, a case of—"Let the Merioneth perish, but the Flint be more and more. Attention has been directed lately to the unremunerative character of the Welsh railway. There are several reasons why this is the unfortunate position of most of them. First, they cost a great deal too much to make; second, they are mostly in an unfinished state, not having fulfilled the original intention, nor connected the places they were intended to serve; and third, they suffer the penalties of poverty and so are not able to give that accommodation to the public that is necessary to successful working. Could not the letter writer on the Shropshire lead mines contribute a little towards an accurate history of these mines? There must be a great deal of local information which if not recorded will soon be lost.

Lubricants.—In lubricating cylinders and other machinery various forms of unguents of an oily or graphitic nature are used, all of which have a tendency to cake and grow sticky, thus necessitating the use of various means for the removal of the deposits. The invention of Messrs. Dickson and Mills, of Liverpool, is designed with a view to the introduction of the alkali along with the oil in sufficient quantity to keep the cylinder clean without saponifying the oil, and at the same time prevent the corrosion of the cylinder or the boiler by means of the fatty acids present in nearly all unguents. In carrying out the invention they mix oil, grease, or other fatty matter, but

preferably lard oil, with water. If the grease be solid it is liquefied by means of heat. The proportions can vary largely, but they find one part of oil to one of water very advantageous. They then add an alkali (preferably caustic soda) in sufficient quantity to cause a chemical combination between the oil and water in the limpid state, and in a form fitted for use as a lubricant for machinery. The proportion of the alkali varies with the hardness of the water, the sort of oil used, and the required consistency of the product. When using lard oil for cylinder use they find that about 2 ozs. of a solution of 1 lb. of the purest commercial caustic soda in a quart of water will suffice for a gallon of oil.

LIST OF SMELTING, METAL EXTRACTION, ARSENIC, AND BARYTES COMPANIES IN THE UNITED KINGDOM.

TIN.

Thomas Bolitho and Sons, Chyandour, Cornwall.
Williams, Harvey, and Company, Trethellan and Mellanear, Cornwall.
Daubuz and Company, Cavedras and Treloweth, Cornwall.
R. R. Michell and Company, Trereife, Penzance Cornwall.
Bissoe Bridge Company, Bissoe, near Truro, Cornwall.
Redruth Tin Smelting Company, Redruth Cornwall.
Calenick Tin Smelting Company, Calenick, Cornwall.
Charlestown Tin Smelting Company, Charlestown, St. Austell.
Penpoll Tin Company, Redruth.

COPPER.

Vivian and Sons, Hafod, Swansea.
Pascoe Grenfell and Sons, Middle Bank, Swansea.
Nevill, Druce, and Company, Llanelly.
Williams, Foster, and Company, Swansea.
Mason and Elkington, Pembrey.
Copper Miners' Company, Aberavon.
Charles Lambert and Company, Port Tennant, Swansea.
The British and Foreign Copper Company, Liverpool and St. Helen's.
Landore Copper Company, Landore, near Swansea.
Newton, Keates, and Company, St. Helen's.
Baxter and Company, St. Helen's.
Bibby, Sons, and Company, St. Helen's and Liverpool.
W. Roberts, jun., St. Helen's.
James Keys and Son, Whiston Works, Cheadle, Staffordshire.
Cape Copper Company, Swansea.
Ravenhead Copper Company, Liverpool.
Pontifex and Wood, Garratt Copper Mills, Surrey.

LEAD.

Bewick and Partners (Limited), Hebburn, Newcastle-on-Tyne.
Nevill, Druce, and Company, Llanelly.
Runcorn Smelting Company, Runcorn.
The Panther Lead Works, Bristol.
Blackworth Lead Works, Bristol.
E. Pass and Son, Bedminster Works, Bristol.
Weston, Sons, and Company, Bristol.
Cookson and Company, Howden, Newcastle-on-Tyne.
Locke, Blackett, and Company, Wallsend-on-Tyne.
Executors of Jos. Dinning, Haydon Bridge.
Vivian and Sons, Swansea.
Enthoven and Sons, London.
Locke, Lancaster, and Company, London.
Pontifex and Wood, Farringdon Works, London.
Logan Edward, Birkenhead
Par Lead Smelting Company (C. Remfrey), Par, Cornwall.
Peter Glover and Robinson, Widnes Lead Works, near Warrington.
White Rock Works, Swansea.
Quirk, Barton, and Company, St. Helen's.
Adam Eyton, Llanerchymor, Holywell.
The Cambrian White Lead Company, Brymbo, near Wrexham.
Joseph Walker, Parker, and Co., Dee Bank, Bagilt, and Newcastle.
Governor and Company of Lead Smelters, Nenthead, Alston Moor.
" " " Stanhope, Durham.
W. B. Beaumont, Allendale, Northumberland.
" " " Rookhope, Durham.
Mill Dam Mining Company, Bakewell.
Joseph Wass and Son, Lea Lead Works, Matlock Bath.
J. Fairburn and Company, Middleton Dale and Bradwell.
Snailbeach Lead Company, near Shrewsbury.
Pontesbury Lead Works, Minsterley, near Shrewsbury.
J. H. Moore Brough Works, Hope, near Sheffield.
E. Backhouse, Darlington.
Greenside Mining Company, Penrith.
The Kedd Head Mining Company, Wensleydale.
John York, Pateley Bridge.
Duke of Devonshire, Grassington.
The Duke of Buccleuch, Wanlock Head.
The Lead Hills Mining Company, Lead Hills.
Lister, Robinson, and Company, Grinton Moor.
The Arkindale Mining Company, Arkengarthdale.
The (A.D.) Lead Company, Blakethwaite.
R. Milner and Company, Belde Hill.
The Swaledale Lead Company, West Swaledale.
Executors of Sir G. W. Denys, Bart., Surrender, Swaledale.
Charterhouse, Blagdon, Mendips, Bristol.
Waldegrave Lead Smelting Company (Limited), Mendips, near Wells.
The Mining Company of Ireland (Limited), Dublin.

ZINC.

Bagilt Zinc Company.
Vivian and Sons, Swansea.
Kenrick and Son, Wynn Hall, Spelter Works, Ruabon.
Charles Titterton, Phœnix Zinc Works, Warrington Junction.
Dillwyn and Company, Swansea.
Joseph Thompson, Spelter Works, Carlisle.
Ryland Brothers, Warrington.
Crown Zinc Company, Swansea.
Villiers Spelter Company, Morriston, Swansea.
Swan and Company, Maryhill, Glasgow.
Swansea Vale Spelter Company (Limited), Swansea.

PYRITES PRECIPITATE COMPANIES.

Duncan McKechnie, St. Helen's.
The Widnes Metal Company, Widnes.
The Tharsis Sulphur and Copper Company, Widnes.
" " " Hebburn; Newcastle.
" " " Birmingham.
" " " Glasgow and Cardiff.
N. Mathieson and Company, Widnes.
The Runcorn Soap and Alkali Company, Runcorn.
Wigg Brothers and Steele, Runcorn.
Newton Heath Copper Smelting Company, Manchester.
Muspratt Brothers and Huntley, Flint.
William Russell and Company, Newcastle.
The Bede Metal and Chemical Company, Jarrow, Newcastle.
W. Hunt and Sons, Leabrook, Wednesbury.
William Hunt, Brother, and Co., Castleford.
Harrison, Blair, and Company, Kearsley, Bolton, Lancashire.
Henderson and Company, Irvine.
H. Hills and Sons, Newcastle.
Eyton Copper Company, Mostyn.
Morris and Company, Doncaster.
W. D. Pochin and Company, Newcastle.
South Devon Metal and Chemical Company, South Down, Devonport.
H. G. Lord and Company, Calstock.
Holmbush and Kelly Bray Company, Callington.
Gibbs, Jackson, and Company, Newcastle.

ARSENIC.

Cornwall Arsenic Company, Hayle and Bissoe Bridge, Thomas Willis Field, Managing Partner, Marazion, Cornwall.
Devon Great Consols Mining Company (Limited), Tavistock.
J. B. Drayton and Company, Harrowbarrow, Callington.
English Arsenic Company, Roseworthy, Gwinear, Cornwall.
Palmer and Hall, Morriston, Swansea.
A. C. Hadland, Swansea.
Plympton Mining and Arsenical Company (Limited).
Okel Tor Arsenic Works, Calstock.
J. Paynter and Trythall, Bissoe Chemical Works, Devoran, Truro.
Holmbush Mining Company, Callington, Redmoor.
" " Greenhill.

BARYTES MANUFACTURERS.

Blackwell, George G., Garston, Liverpool.
Pegg, Harper, and Company, Derby.
Ellam, Jones, and Company, Derby.
Stevens Brothers, Matlock Bath.
C. H. Garton, Lumsdale, Matlock Bridge.
Wm. Hawley, Bonsall, near Matlock Bath.
E. Brown, Bonsall, near Matlock Bath.
Hegginbotham, Stoney Middleton, near Sheffield and Whaley Bridge.
Middleton Dale Barytes Company, Stoney Middleton, near Sheffield.
White and Company, Chapel-en-le-Frith, near Stockport.

NICKEL AND COBALT.

H. Hussey Vivian, M.P., Swansea.
Stephen H. Barker, Birmingham.
Henry Wiggin and Company, Birmingham.
W. Webb and Company, Aston, near Birmingham.
Sir J. Mason, Bromford, Birmingham.
J. H. Williamson, Stoke-upon-Trent.
Rawlins and Son, Liverpool.

GOLD AND SILVER REFINERS.

Vivian and Sons, Swansea.
Johnson, Matthey, and Company, London.
Brown and Wingrove, Wood street, Cheapside.
M. Rothschild and Co., Royal Mint Refinery.

SILVER ORE SMELTERS.

Vivian and Sons, Swansea.
Nevill, Druce, and Company, Llanelly.
Raphael and Company, Thomas street, Limehouse.
Sheffield Smelting Company, Sheffield.
E. W. Oates and Co., Sheffield.

ANTIMONY SMELTERS AND REFINERS.

Cookson and Co., Newcastle-on-Tyne.
Hallett and Co., Norway Wharf, London.
Johnson, Matthey, and Co., Hatton Garden, London.
Pontifex and Wood, Millwall, London.
J. J. Pratts and Son, Kingland-road, London.

HARDENING AND PROTECTING MATERIALS.

A process of hardening cement, lime, stone, wood, and other materials which might probably be advantageously employed on mine buildings and the like has been surgested by Mr. Alex. Magand, of Paris; it consists essentially in using sulphates of copper, of iron, and of zinc separately or together, and in varying proportions, according to the purposes for which it is to be employed. He claims that he can in preparing the liquid substitute for all or a portion of the sulphates certain salts, or other soluble substances, capable of producing upon the lime, plaster, cement stones, or the like, the same hardening effect as would be produced by the said sulphates. In order to give to the exterior surface of the objects hardened an artificial colour he adds to the liquid some suitable colouring matter. For cement, lime, and plaster the protecting liquid may be applied with a brush, but sometimes he commences by coating the exterior surface with a smooth layer of cement or lime, either coloured or uncoloured, and if necessary a second layer thereof may be applied; in either case the improved liquid will be applied either in one or several layers.

The liquid may be applied as a plaster or as a wash, or the articles to be hardened may be dipped in a bath of the liquid, and the latter may be employed for uniting sand, stones, gravel, scoria, slag, mineral dust from factories, and similar articles or substances, by mixing with the latter a slight quantity of lime or cement in addition to the liquid. Thus blocks or bricks of various dimensions may be formed, without baking or compressing the same, by using river sand, gravel and shingle from the sea shore, waste materials from retorts, stones, marble, slate, scoria, slag, and various waste materials from manufactories. He mixes these substances with a very small quantity of cement or lime, and then unites the mixture by means of the liquid, which imparts to the whole a powerful cohesion in a very economical manner.

It is claimed that the invention can be carried into practice at any place, so that great economy is effected in the matter of transport or carriage, particularly in localities where building stone is not found naturally The said blocks or bricks may be utilised not only for rough building, but may also be employed for decoration or ornamentation; and by moulding the substances, they may be shaped into the most artistic forms the produce figures in relief, cornices, statues, and other decorative objects. The mixture is not only useful for hardening the exterior surface of material, but when used for mixing the ingredients renders the mass hard throughout.

PRODUCTION OF SILICIOUS PIG IRON.—For the manufacture of a highly silicious pig iron specially adapted for conversion into steel by the open hearth or Siemens-Martin process, Mr. A. Crawford, of the Govan Ironworks, Glasgow, has patented an invention, the object of which is to produce a pig iron containing silicon to an extent ranging from 7 or 8 per cent. upwards. A pig iron containing about 12 per cent. of silicon is found specially advantageous in the hereinbefore mentioned steel making process, or in equivalent processes of producing liquified steel for making steel castings. It is to be understood that the pig iron constituting this invention is to be used not only for casting ingots for subsequent conversion into bars, plates, or other uses, but also that it may be employed for the direct making of steel castings other than ingots. He mixes with the raw materials constituting the charges of blast furnaces a proportion of the slags which are produced in the "open hearth" steel process, in the Bessemer steel process, or analogous slags otherwise produced. It is a characteristic of such slags that they contain a very large percentage of silica, sometimes as much as 50 per cent. or more thereof, and that the phosphorus and sulphur are low in such slags. The requisite portion of silicon is imparted from the silica and taken up by the pig-iron produced from the materials charged into the blast furnace. In smelting these slags with hematite or Spanish red iron ores about 27 parts by weight of slag is used to 100 parts of such iron ores, but this proportion will vary according to the richness of the slags in silica, and of the ores in iron.

MANUFACTURE OF IRON AND STEEL.—To economise fuel and prevent waste Mr. G. Lovf, jun., of Lanchester, Durham, arranges flues on each side of and immediately adjoining the working door, or over that door, for the purpose of carrying away the smoke and products of combustion from the fuel in the fire employed, as well as the fumes or gases arising from the heated metal under operation. By thus providing these flues immediately adjoining the working door, cold air entering by that working door is drawn away at once to those flues, and prevented from acting to chill the heated metal under operation or to the interior of the furnace. The smoke and products of combustion with the vapours from the metal and air entering by the working door are together drawn into these flues, which may be arranged to pass upwards or downwards as may be desired. The metal under operation may be heated from one or more fires. Air to support combustion of the fuel in the fire may be admitted either from under the chamber for heating the metal under operation or from the front or otherwise.

MANUFACTURE OF IRON AND STEEL.—At the present time large quantities of steel and iron are produced by the Siemen-Martin process, and like processes, in which a bath of cast-iron is raised to a very high temperature in a regenerative or other suitable furnace, and being treated usually with additions of iron scrap and oxide is brought to a steely condition, in which state the molten metal is run out of the furnace and is received into moulds to form ingots. Now, Mr J. A. Huggett, of Kensington, has discovered that this process can be worked more advantageously than heretofore by employing steam to blow the metal whilst it is contained molten in the furnace. He introduces the steam by means of a small iron pipe connected with a steam boiler by a flexible connection. The end of this pipe he immerses for some inches beneath the surface of the metal, and in an inclined direction, so that the steam issuing from the pipe may mechanically promote circulation at the same time that, by its chemical action, it causes a rapid rise of temperature. The advantages which he obtains are a great saving in the amount of time required to bring the metal bath to the state and temperature suitable for running the metal out of the furnace into the ingot moulds, a more complete separation of the sulphur and silicon than can otherwise be conveniently obtained, and the removal of the silicon when desired at an earlier stage than it otherwise would be, so leaving the steel with a high proportion of carbon, whilst the separation of the silicon has already been effectually obtained. In order to obtain sound ingots he causes the metal to enter the mould at the bottom, and he closes the top of the ingot mould with a loosely fitting cast iron stopper. Through the stopper there is a small hole. Instantly when the mould has become full of metal, and when the metal is close up to but not in contact with the under side of the plug he admits a stream of water through the hole in the plug directly on to the top of the molten metal in the mould. He allows the water to run until the ingot is set.

PROTECTING IRON FROM CORROSION.—The invention of Mr. F. M. Lyte, of Putney, consists in an application of electricity for preventing the corrosion and consequent fouling of iron or steel ships, vessels, or structures, by attaching to them suitably arranged conductors in such a manner that the said ship, vessel, or structure when immersed in or wetted by an electrolytic solution, sea water for example, shall become a cathode. The protective influence of studs or masses of zinc, or other metal electo positive to iron, attached to iron plates immersed in water or certain saline solutions has been already tried and proved, but for certain reasons this arrangement has been hitherto neglected as being difficult of application, costly, and imperfect in its action. Utilising, however, the modern di-coveries in dynamo electricity, Mr. Lyte proposes so to arrange one or more wires or conductors connected with the negative poles of one or more batteries or dynamo-electric machines as to convey the currents to the parts to be protected, or to distribute the effect as evenly as may be convenient over the whole or part of the ship, vessel, or structure to be protected, the anode being at the same time immersed in or connected with the electrolytic solution. By this means he sets up a deoxidising or reducing action all over the surface of the iron or steel to be protected, thus either arresting or materially diminishing the oxidation to which iron or steel are naturally prone, and he obtains thereby as a result the desired preservative effect.

PORTABLE DRILLING MACHINES.—For the purpose of producing a portable self-acting adjustable feed drilling machine that can be readily adapted and clamped to heavy pieces of machinery or iron bridge work for the purpose of drilling or boring holes in the same at a speed proportionate to the hole to be drilled an ingenious arrangement is proposed by Messrs. LEES, of Hollinwood, Manchester. A suitable frame supports the drill spindle and accompanying driving apparatus, which are secured to a horizontal arm, which arm when required will revolve so as to point the drill spindle to almost any angle. The revolving motion of the drill spindle is obtained by the application of a handle or pulley and a pair of ordinary bevil wheels, one of which is fixed to the handle or pulley and the other to the drill spindle. The stud carrying the handle or pulley and its bevil wheel may with equal convenience occupy their several positions in order to facilitate the drilling of the work at difficult angles. The self-feed of the drill spindle is effected by the application of four small differential spar wheels fixed above the bevil wheel on the drill spindle, two of which revolve with and are on the drill spindle, and the remaining two differential wheels are on a stud parallel to it, which, with the wheels keyed on it, is lifted when the drill is to be put out of gear. The lifting of the stud and the two wheels thereon enables the operator to put the tool quickly to or to withdraw it speedily from its work.

MANCHESTER GEOLOGICAL SOCIETY.—The annual meeting of members was held, on Tuesday, at the Literary and Philosophical Society; Mr. J. Dickinson presided. The report (read by Mr. J. S. Martin hon. sec.) stated that during the session just concluded the society had satisfactorily maintained its position. The meetings had been well attended, and a lively interest shown generally in the work of the Society. Mr. George Gilroy, of Wigan, was unanimously chosen as President for the ensuing year. Mr. W. Bryham and Mr. W. W. B. Hulton were elected vice-presidents; Mr. H. M. Ormerod was reappointed hon. treasurer; Mr. J. S. Martin, hon. secretary (Mr. J. E. Forbes, a former hon. secretary, being associated with him, in place of Mr. G. C. Greenwell, jun.); and the following were elected members of the Council:—Mr. Mark Stirrup, Mr. Clegg Livesey, Mr. M. W. Peace, and Mr. G. C. Greenwell, jun. Mr. E. Pilkington and Mr. J. Greenwood, jun., were appointed auditors.

DEPOSITING METALS.—An improvement in depositing metals, which has for its object the deposition of one metal upon another by the action of acid in an economical manner and without the aid of electricity, as usually applied in electro bronzing, has been invented by Messrs. Maltby and Bradford, of Rotherham. The invention consists in immersing the article upon which the metal is to be deposited, for a period of time varying according to the thickness of the deposit required, in a vessel containing a solution of aquafortis (or other suitable acid) and water, in which is also placed and immersed a sufficient quantity (in plates or other suitable form) of the class of metal which is desired to be deposited.

THE WENDRON DISTRICT.—The Lovell is reported to be looking much better on the south lode, where they have a good lode in the winze sinking below the 50, which is dipping east. Some rich work has recently been sent to surface from this part of the mine, and at the office on the mine some large rocks of tin may be seen, which are similar to the rich tinstone broken some years since in East Lovell, when the lode was worth over 1000*l.* per fathom. A new lode has recently been discovered, which produces tin in paying quantities close to the surface. A new engine-shaft has been sunk to the 10, and a good portable engine fixed. Sinking has commenced below the level in a profitable lode. It is to be hoped that the improvements effected will enable the adventurers to shortly meet the costs; and, when this lode is a little more developed, to resume dividends. East Lovell, which some years since contained the richest course of tin ever discovered in Cornwall, is again in full swing. Two or three of the north lodes are being opened, and in a short time several good improvements are expected. A fair staff of miners are employed underground in developing the different points of operation, and the resumption of dividends is anticipated. Polgrean and Garlidna United adjoins East Lovell on the east, and has one or more of the same lodes passing through the sett. A private company has been working here for some time, expending much money in clearing a long and troublesome adit and in sinking (within the last six months) a substantial engine-shaft from the surface to the adit. Preparations are being made for sinking below on a good lode, and a small engine is to be erected forthwith. Old Wheal Lovell sett has recently been granted to an influential party, and plans and prospectuses are being prepared with the view to forming a company to work the Goblet lode, which about 22 years ago was worked to a depth of about 50 fms. on a rich course of tin. Combellack has a large lode, and the mine is about 50 fms. deep. The tinstuff is rather low in quality, the returns being about 1 ton of tin per month on the average.

FOREIGN MINES.

ST. JOHN DEL REY.—Telegram from Morro Velho, dated Rio de Janeiro, Oct. 24: Produce 11 days, first division of October, 5750 oits, value 3300*l.*; yield, 5·2 oits. per ton. Profit for the month of September, 1000*l.* All going on well.

DON PEDRO.—Mine captain's letter, dated Sept. 24: Drainage: In perusing the diary it would at first appear that the forking of the mine is, and has been, very irregular, but bearing in mind that when the surrounding or adjoining ground is drained to a level with the water in shaft, the shaft forks rapidly, until the weight of water forces its way through more rapidly, and consequently the water in the shaft remains at a standstill, and apparently the water is not forked, though in reality it is forking. The lowest point yet reached to the present time is 31 ft. below the cistern of the jack-head. Machinery and pumps kept well greased, and attended to daily.—Inclined Shaft: Several small repairs made; bottom of shaft boarded to prevent any water washing the ground from under the timber-work.—Adit Level: Several setts and legs changed, and back and side laths renewed.—No. 1 Side Level: 3 setts put in and blocked tight.—No. 2 Side Level: 6 setts put in and blocked; timber work decayed, and requires considerable repairs.—Surface Works: Several repairs made to the reduction and other works.

LA PLATA MINING AND SMELTING.—Smelting statement for the week from Sept. 25 to Oct. 3 (inclusive): Ore purchased, 702 tons; ore smelted, 735 tons; silver produced, 32,305 ozs.; lead produced, 193 tons; silver-lead bars consigned to refiners, 204 tons; value of consignments, $49,356; equal to 10,282*l.*

LAST CHANCE (Silver).—Telegram from the agent at Salt Lake:—"Ten tone first-class ore sold during last week realised $71 per ton. Development of ore shows about the same."

RICHMOND CONSOLIDATED.—Cablegram from the mine at Eureka, Nevada:—"Week's run, $43,000, from 855 tons of ore. Refinery, $43,000."

— G. Rickard, Oct. 5: I beg to hand you report of the different operations for the past week. The north drift from Lizette tunnel cross-cut has been extended 6 ft. without any change to mention. The 200 north has been advanced 5 ft. in hard ground. The 200 south has been drifted 4 ft. in hard limestone. The 200 south from west drift has been advanced 16 ft. in very favourable ground for ore; some low grade ore and galena have been found, but not in any quantity to value. The 300 north has been extended 2 ft. in very hard limestone. The 400 north from No. 11 chamber has been advanced 3 ft. without any change to mention. The 700 east has been drifted 8 ft. in limestone. The 1200 cross-cut from shaft has been advanced 21 ft.; now in a total distance of 67 ft., all in quartzite. The chambers show an improvement since my last, especially No. 14 west, in which a very good body of ore is being developed. All the machinery both in mine and smelting works is in good working order.

EBERHARDT.—F. Drake: Statement of progress for two weeks ending Oct. 1: 6000 feet Drift West: Feet run to Sept. 17, 740 ft.; run for two weeks ending Oct. 1, 62 ft.; total distance run to Oct. 1, 802 ft.; run for the month of Sept., 131 ft.—2000 ft. Drift East: Feet run to Sept. 17, 105 ft.; run for two weeks ending Oct. 1, 25 ft.; total distance run to Oct. 1, 131 ft.; run for the month of Sept., 47 ft.—2000 ft. Drift East: Upper Level easterly, run for two weeks ending Oct. 1, 12 ft.; total distance run to Oct. 1, 12 ft.; run for the month of Sept., 32 ft.—2000 ft Drift East: Length of upraise connecting the two levels run in Sept., 32 ft.; total Sept. driving, 222 ft.—Remarks: The 6000 ft. west drift is in hard line, owing to the long distance from the incline upraise, the main source of our air supply. I find it necessary to lay in the drift a larger air pipe, which I am now having made, and will have in place as soon as possible.—2000 ft. Drift East: During the last few weeks the rock in face of the work in the 30 ft. (upper) level has alternated from ore to lime and to ore again, some days looking very favourable, showing some high grade ore. As yet we find it only in bunches. I am, however, feeling very confident that we will, in this prospecting, soon come upon larger and good bodies of ore. I have about decided to take the men from the lower drift and put them into the upper level, to drift westerly on the ore feeders that we are now following easterly.

FLAGSTAFF DISTRICT.—The directors announce that a telegram has been received from Professor Vincent announcing his arrival at Utah, that he had inspected the company's mines, and that the mineral aspects were highly satisfactory.

QUARTZ HILL.—Oct. 28: The telegram received to-day says: "35 ozs. troy, and $600. Mill has run 20 stamps this week."

PLACERVILLE.—T. Price, Oct. 4: Ore is now being extracted from the following points: The stopes above the 4th, 5th, and 6th levels The vein will soon be encountered in the 700 ft. level in a direct line this time from the shaft. I sincerely hope that good quartz will be encountered here. For the time I have stopped drifting on the west vein in the 700 ft. level, and will soon winze down from the 6th level on the ore body left under the foot. So far the west vein on the 7th level has not given any considerable quartz; seams of quartz carrying gold have been observed, and there is a fair chance that this will yet develope into an extensive ore body, for I cannot see why at this great depth a small body of low-grade ore should be encountered without being an extensive one. I am satisfied that within the limits of the ground owned by the Placerville Gold Quartz Company there is a large amount of good pay quartz; but, so far as you can see by looking at the map, we have only worked or explored some 300 ft. in length. The mine should be opened up further north where good ore was once encountered by previous owners, somewhere about points A1 and 2. A shaft should be sunk here, and the fourth level should be extended north from H to meet it. With the power drills it would not take long to drive this level. You will note by the superintendent's last weekly report that 23 ft. was made in the cross-cut in the 700 ft. level. Hereafter our progress in the opening up of the mine will be much more rapid. Crushing was only commenced on Sept. 19, as it took some time to splice the rope and get the shaft ready, so that the cage could go down to the 700 ft. level. I have instructed the superintendent not to clean up until the close of this month. I am in hopes that some good ore will be encountered, so as to increase our yield.

RUBY AND DUNDERBERG CONSOLIDATED.—Report on mines for the week ending Oct. 2: Dunderberg: The 700 ft. level has been advanced 16 ft. during the week, and is now connected with the No. 7 ore body (above the 700 ft. level), which is making down at this point; the ore in the present end is about 2½ ft. wide. The No. 7 ore body, below the 700 ft. level, is improving in quality. The east cross-cut from the 700 ft. level, 150 ft. south of No. 2 winze, still continues in favourable looking ground, containing iron and low grade ore of no value; progress this week, 12 ft.; total, 86 ft. from the main level. The south drift from No. 2 winze, 50 ft. above the 700 ft. level, has been advanced 14 ft. during the week without any change; total, 79 ft. from the winze. A drift has been commenced in a northerly direction from the No. 2 chamber, at a point 30 ft. below the 600 ft. level: the present end is in low grade ore, with occasional bunches of good ore. I consider this a very good prospect, as there is a probability of finding the continuation of No. 2 ore body in this direction. The No. 5 north is not producing any ore at present. The No. 6, below the 600 ft. level, is very poor at present; the ore is about 2½ ft. wide, and very low grade. The drift from No. 6 winze, 30 ft. below the No. 6 ore body, has been advanced 10 feet during the week; total, 26 feet from the winze. The 300 feet level west cross-cut has been advanced 14 ft. without any change. We have shipped 58 tons of ore, and have 46 men at work.—Bullwhacker: The 400 ft. level continues in favourable ground for drifting; progress this week 22 ft.: total, 104 ft. from the shaft. The north stope from the upraise above the 325 ft. level is looking well, and producing all the ore shipped from the mine at present. Work has been abandoned on the south stope, it being worked through to the old stopes below the 350 ft. level. We have shipped 22 tons of ore this week, and have seven men and 4 contractors at work.

— Copy of telegram received from Eureka Oct. 25: The week's run from the furnace was $6000, from 153 tons of ore, producing 17 tons of bullion. The work at the furnace was for five days only. The shipments of the week were 125 tons.

EUREKA (NEVADA).—Report on mines for the week ended Oct. 3: Bald Eagle: The 150 ft. west drift is very favourable ground for drifting, and looks very promising for ore. Several small seams of low grade ore have been cut during the week. Progress this week 30 ft.: total, 72 ft. from the shaft. The 150 ft. north is in very favourable ground for drifting; progress this week 30 ft. This drift will be continued 50 ft. further, when connection will be made with the north end of the old stope. The main incline is timbered and repaired to a point 85 ft. below the 150 ft. level. We have nine men at work.

HOOVER HILL.—Extract from letter from resident engineer, dated Oct. 11, received Oct. 26: The unprecedented draught throughout this country has entirely dried up many of the creeks, and the Uwharrie river does not give more than enough water to run five stamps at the present moment. Under these circumstances the quantity we are passing through the mill is very small indeed. I see no signs of rain, the weather is clear, and the barometer up to 76°. I do not think we have had a fair day's rain for five months or more. If it does not rain soon we shall have to shut down entirely.—Mine: We are stoping and sinking as usual in Oallimore, but the quality of the ore has varied considerably of late, does not carry so much free gold, but more sulphurets are noticeable. Being at the present short of miners I have had to suspend Briol's Tunnel. Provost shaft is being sunk with all force. This week I hope to have one of the drills at work here. We are making fair progress in sinking the new trial shaft standing north off Hawkin's shaft. As soon as we cross-cut out I hope to cut into the ledge of good ore worked upon by the former workers. The drills, air-compressor, boiler, and building, as per contract, have been delivered and erected. The drills start to-morrow. The altered position of compressor and boiler from that fixed upon when the contract was made, made it necessary to have several hundred feet of extra air-pipes as well as water-pipes, to force the water up the hill from the mill, the only place from whence we could obtain a water supply at all to feed the compressor boiler, and these pipes have taken a considerable time to get, causing so much delay in the completion of the work. I am sending a parcel of sulphurets to New Jersey to be treated, and as soon as I have the results will send them on. I propose sending over the result of the first and second clean-up. The second clean-up will be about the 25th inst.

COLORADO UNITED.—Advices dated Oct. 3 are as follows:—There is nothing to report concerning the mine since last writing. Everything is completed in the engine room. There has been 1000 ft. of 3-inch rope for hoisting fixed this morning, and operations will commence again this afternoon. A contract has been let to W. Mathews and party (nine men) to sink the Silver Ore shaft 100 ft., at 83*l.* per foot. Since the date of this letter a cable has been received and published from Mr. Hamill, announcing the successful starting of the hoisting machinery, and the resumption of mining operations.

GOLD HILL.—The company have received the following letter from their manager at the mines:—Since my last we have gone over and examined very extensive woods within four or five miles of this place, some of them contain very good timber, but for the reason stated in my last letter many of the owners are unable to sell, while those who can sell, and have good timber on their land, and within easy distance, ask rather a high figure for it. One person who has 300 acres near this place asked $14 per acre, but now he offers it at $10. Whereas about four miles distance we can get good timber with the land at $5 per acre, but none will sell the timber without selling the land also. I have some more woods to see this week, and shall then decide what is best to be done. I am expecting daily to hear that the saw machinery is ready for shipment. The veins we intersected in making the reservoir referred to in my last continues to open out satisfactorily. I deem it my duty to keep you informed of the state of the mine as it actually is at the time of writing, consequently my reason for referring to these veins, which by some would be considered insignificant, and which in some places would really be so, but in the Gold Hill estate, where the other paying lodes, the Randolph and Bernhardt included, did not at surface give greater, or perhaps so great, promise, the case is different. These veins are intact, and very promising. At surface they were only about 1 in. thick, and now at the depth of only 6 ft. are about 4 and 6 in. respectively, and portions of both show good samples of gold, and apparently in depth will unite; at present they are only about 3 ft. apart. Availing of my son's visit to me from South America on his way to England, I have sent you a small box containing a few stones of ore from each vein, that you may see the nature and size of them; the box is divided by a piece of wood, the largest piece came from the south vein. I do not wish to unduly raise hopes; in fact, it would be unwise to build too much on what we have yet seen, but I can truly use the Cornish homely saying, "It is a kindly gossan," and well worthy of a trial.

The 7-in. working-barrel has not yet come to hand, and we are unable to account for it, unless it is delayed at some railway station by an accident, on the lines of which several have been reported lately. We are much in want of it, and until it arrives it will not be advisable to do more in forking out the water at Bernhardt's than keep it a few feet below the plunger, so that the men may be kept employed in opening and securing the levels eastward and westward of the shaft to enable us to reach the lode to explore it. The pipes for bringing home the water from Flint shaft were shipped nearly a fortnight since with some machinery for gentlemen in this neighbourhood, but have not yet arrived. A messenger has been dispatched to look them up. About 1600 cubic feet of masonry has been completed for the stamping-mills, and this work in a few days more will be advanced as far as it is required for the present. I am glad to say we have succeeded in making a contract for the large and principal pieces of timber required for the stamping-mills. We have, however, some miles to send for them, as well as to cut and fetch them. Very good progress has been made towards the erection of the saw-mill, which for the present will occupy the eastern part of Crosby's mill-house. The engine has been taken abroad, cleaned, repaired, and removed to the site selected for it, and a solid bed of mason work has been built for it to rest on. The boiler has also been examined, cleaned, and repaired, and a new set of tubes put in. It has also been taken from Randolph's shaft, and fixed in its place. The erection of stack, building the flues, and fixing framework for the saw-mills are in hand, and will I expect be ready by the time the machinery arrives. At the Flint shaft we have still a couple of hands employed enlarging the bottom part of the shaft, and which also explores the vein upon which the shaft was sunk. The excavation for the new reservoir progresses favourably, and it will be ready for the masons as soon as they can be parted with from other works.

CANADIAN COPPER AND SULPHUR.—Francis Bennetts, Oct. 14: At the St. Francis and Acton Mines there are no new features of importance to communicate to you. The ores that we have at these mines we are about to forward to the smelting works at Capelton, and as they are very suitable for fluxing the Hartford and other pyritous ores, we anticipate favourable results from their use. At the Bolton Mine the vein in the south shaft sinking under the 10 is producing some fine rocks of copper ore; the shaft is being sunk on a portion of the vein only, but as soon as we are deep enough for a level we shall cross-cut through the vein. The ores obtainted from our workings are, I think, not so easily roasted as the ore from the Hartford Mine, but if mixed would probably do well to roast, and it is the intention to send the Bolton Mine ores also to Capelton for treatment. At Hartford Mine, No. 5 shaft, there is a good vein of ore in the shallow level east, in the winze sinking in the bottom of the 40 east, and in a winze sinking in the bottom of the 50 east. The vein in the 50 east is without change, but in the 70 east the vein is improving in size and quality of ore. At No. 1 shaft the stopes continue to look well, and are turning out fair quantities of good grade ore. At the Capelton smelting works the smelting and roasting is being done very satisfactorily.

MICHIPICOTEN.—J. Opie, Sept. 20: Your favourable reply of the 20th ult. at hand. I am pleased that the box of specimens gave satisfaction. Batters' shaft is down to about 40 ft. The lode is much the same as last reported. Within the past fortnight the heavy rains that have fallen have greatly retarded our sinking, and we have not made that progress that we anticipated. In the Office shaft on No. 1 lode west the end is without change. On No. 1 east the ground is more favourable for driving, and presents a more favourable appearance for copper. We have forked the water in Beven's shaft, and have started eight men to work. At the adit and 5 fms. below there is a lode standing to surface, that will produce good mill work. Below this point our predecessors have crossed the lode, and sunk to the north. The shaft or hole is 87 ft. deep. In the bottom there is a good level driven north a distance of 71 ft., with a view, I presume, of cutting the No. 2 lode. From the distance at surface and the changed rock there is no question but that the lode is near. Also at the bottom there is a drift put south 12 ft., with a view to cut the lode lost above. This shaft being sunk 35 years, the timbering at surface is very much decomposed, and is not safe to work under. We deem it necessary to new timber it at surface, and cut it down so that in our future working it shall be no impediment either to our pumping or hoisting. We calculate to do it with a pare of six men in about five weeks. Beven's engine-bed is completed, and Mr. Bell is engaged in putting in the engine for hoisting and pumping. Mr. Williams is fully employed about the crusher work, and has the greater part of the castings placed. During the past month the carpenters have put up a new smith's and fitter's shop 40 ft. long by 20 ft. wide; also a carpenter's shop 60 ft. long by 24 ft. wide. This may appear unnecessary at a glance, but when we have six men as carpenters to pay, and have the winter before us, we have thus a place to make anything needed for our machinery, and the men kept constantly employed, notwithstanding variable weather during the winter season. Mr. Batters duly arrived here, and spent about two months on the island. To commemorate the event we re-named the new shaft and called it after him; for his anxious solicitude towards the welfare of the men his visit will be long and gratefully remembered by them.—Diamond Drill: We have bored the second hole 180 ft.; the first 94 ft. through dark trap, 13 ft. through amygdaloid 32 ft. trap, 15 ft. amygdaloid 26 trap. In the first vein we took out some good cores of copper; the second not so good, but in the sandstone we found copper of good quality.—Bonner Location: Water being drawn out, and shaft partially secured, we made an underground inspection. We found about 180 ft. of levels driven on the silver-bearing vein. From the appearance of the lode on the margin of the lake or at surface I am fully convinced that our predecessors worked only for nickel and silver. The shaft and underground workings being 60 fathoms west of the well-developed and massive copper-bearing lode, it was my impression that a shaft ought to have been put down on the amygdaloyd vein with all possible speed during the winter, so that by the next season we would have been prepared to erect machinery and have a shaft to supply the required need of stuff for the continuous working of the stamp mill. However, as Mr. Batters recommended the suspending of work on this location on account of scarcity of labour, no doubt after an interview with Mr. Batters you will be prepared to advise us respecting further proceedings at this mine.

SCOTTISH-AUSTRALIAN.—The directors have received advices from Sydney, dated Sept. 10: The sales of coal from the Lambton Colliery during the month of August amounted to 11,749 tons.

SCOTTISH AUSTRALIAN.—The directors have received a telegram from Mr. Morehead, dated Sydney, the 27th instant, stating that it had been agreed to raise the price of coal from the beginning of 1882 to 10s. a ton, less 2½ per cent. discount.

ENGLISH-AUSTRALIAN GOLD.—Mr. Mark Pollard, Fryerstown, Sept. 12: In the 360 ft. level the drive going south has been extended 7 ft. during the past fortnight, with quartz 3 ft. thick, and 16 ft. from east to western side of the stone; ground not so hard, but the quartz is very poor; I see a little gold in breaking it. In the 320 ft. level the rise from the back has been put up 19 ft. during the past fortnight, through slate and sandstone bars, without meeting with any quartz. I have removed the men further down the rise to drive the western wall, where there is water coming out from the wall, with two small leaders, thinking I might meet with a block of stone at this point. We have extended the 240 ft. level 10 ft. during the past fortnight; quartz very small; have slate country. We have 20 ft. further to drive to the No. 2 rise; then I shall connect the drive with that rise, and block the ground out between the two rises. I am driving on the western side of the stone. I think there is better quartz on the eastern side of this block.

The 232 Feet Level: The stopes in this level are looking just the same for quartz. I have not broken through to the tributers' old working as yet. I expect to hole through this week, then we shall have about three days filling this stope, as the timber is not sufficient to keep the ground open.—The 210 Feet Level: The stopes at this level are not looking so well going north, as the quartz is splitting up into small leaders from 1 to 2 ft. in thickness, and the ground is very hard sandstone, with small bars of slate. I see very little gold in breaking the quartz.—The 180 Feet Level: We have two men stoping towards the south boundary, but they have not come up to the little drive as yet, which you can see in Mr. Munday's plan. Quartz getting small towards this drive; this block will not be so bad to work after we put one stope through to this drive, as we shall have a good back standing. I have seen a little gold; this is a payable block of stone.—The 150 Feet Level: We have extended this drive north 16 ft., also put up a rise 20 ft. for a quartz pass for the stopes above. We have quartz the full height of the drive. This is the first quartz I have met with under the slide. I have not seen any gold in it as yet, but it is very good-looking stone, with slate and sandstone bars. The stopes at the back of this level are not looking so well for quartz; they are very small going east. I am putting to drive to the east which I intend to go through to the prospecting shaft as there is a flat wall or floor rising, going east about 2 to 6, and we have had all our quartz over this floor or flat wall. I shall then be able to send the timber through to the stopes instead of sending it through the 150 ft. level, and having to pull it up in the stopes: 490 tons of stone have passed through the battery since we last cleaned up; I cannot say anything about the result until we clean up.—Western Shaft, South Drive: The quartz in this drive is very small on the western wall, the eastern country is full of leaders, but the ground is very hard. I shall put up a rise a little further south to see whether I can find quartz over the back of this drive before I commence to drive on the eastern or footwall of the lode. The quartz in the north drive is still about 1 ft. thick, ground also very hard, to hard for quartz-bearing gold, as it is all sandstone country.

KAPANGA.—James Thomas, Sept. 10: Since my last the plat has been completed and secured, the sinking lift well stayed, new sets of ladders and sollars put in, and cage guides fixed, enabling the cages to draw stuff from the 70. For the past four weeks, ending 17th inst., the 76 cross-cut has been driven east towards the lode 36 ft. at 3*l.* per foot. The ground is hard, disjointed, tough, and most difficult to make progress, and is of the same character as we found it in the cross-cut at the 50, which proves we are in the hard hanging-wall of the lode; good progress has been made so far, and if the ground does not become harder we shall continue the same; at present there is nothing in particular to note in this end. The 50 cross-cut has been further driven 25 ft., at 15s. per foot, the length now driven being 124 ft. The ground continues favourable, and good speed making; this end being also in the killas country offers at the moment little changes to remark on. Through excessive rains the tributers have been driven out of their surface workings, that little or no progress has been made this month; after the weather gets settled they will again resume their work. I am pleased to say the two cross-cuts are steadily driving a head, and the machinery continues in the best of order, so that we have no delays whatever.

— Telegram received Oct. 22: "Scotty's dipping, flat not cut through yet; gold showing."

LISKEARD DISTRICT.—The pursers, Messrs. E. W. and C. W. Polkinghorne (Oct. 28) send telegram: Phœnix and West Phœnix United Mines are doing well. The tin sold yesterday realissd 2600*l.*

PEARLS.—A Sydney newspaper says that a pearl valued at 2000*l.* has been found in the Kimberley district, Western Australia. It has been sent to England.

The Stock Exchange Committee have ordered the Kimberley North Block Diamond Mining Company (Limited) shares to be quoted in the official list

Mining Correspondence.

BRITISH MINES.

ASSHETON UNITED.—Joseph Garland, Oct. 26: We have fair ground in the 40 west, and we are making good progress in driving; the lode is still very small and poor, but in about 12 fms. further driving we shall reach a section of ground which is turning out well in the back of the 60, when we expect to meet with productive ground. The stopes under the 40 at footway rise will be worked through to that level this month. Penneluna's rise, in the back of the 70 west, has been holed and completed, including the placing of a footway in it, to the 60. A pitch has been set in the 70, starting from the west end of the rise. The various pitches throughout the mine are looking, on the whole, very well, and yielding fair quantities of ore. We are sampling to-day 50 tons of blende, for sale on the 3rd prox.

BEDFORD UNITED.—R. Goldsworthy, Nov. 26: Driving is now being carried on by the side of the lode in the 127 and 115 fm. levels east, on the north lode. One stope in the bottom of the 138 east is worth 9*l.* per fm.—Bridge Lode: The lode in the 20 fm. level east is about 2 ft. wide, producing some good stones of black ore, and is very promising. There is no alteration in the same level west. The lode in Macallum's engine-shaft is improving, being about 3 ft. wide, and in the western end is producing good stones of black and grey ore. This, I think, is just the top of another good branch of ore. We hope to have the shaft down the required depth for a 31 fm. level by this day week, when we propose to case and divide the shaft, and then commence driving east and west with all speed.

BELL VEAN.—R. Thompson, Oct. 21: Bottom of Goboin's shaft looking well, especially the south side, which is splendid. In the western level at the 20 the forehead is shining like silver, and is a mine in itself. We have got the eastern level at the 20 stoped down level with the western level. Started to drive the end on Tuesday, producing such work as the directors saw when here, only the men are expecting an improvement, a hope in which I share. In the eastern level at the 10 the end is in fair ground and is producing stones of copper next the gossan and tin in other parts of the lode, and is easy to drive.—Stamping Engine: I am waiting on some small jobs from the foundry people to have this in working order. Engine at Gobbin's shaft working well.

BLAEN CAELAN UNITED.—J. Pell, Oct. 27: There has been very good weather in the past week after the severe storm, and we are making better progress with dressing. I sent off this week a parcel of lead ore to Lanelly, and hope to send again in a fortnight. The stops in the back of the 30 is turning out splendid stuff, and as far as we have extended the stope looks as well as ever both in the east and west ends. All our machinery is in good order, with sufficient water for all purposes.

BLUE HILLS.—S. Bennetts, R. Harris, Oct. 22: The 80 fm. level, east end, is producing a small quantity of tinstuff, but not of much value. The lode in the 42, east end, is 1½ to 2 ft. wide, of low quality tinstuff. In the 30, east end, it is worth 10*l.* per fm. The tribute pitches are without much change.

BODIDRIS.—H. Hotchkiss, Oct. 26: Since my letter of the 21st instant we have had one of the heaviest of floods that has visited this neighbourhood for the last three years. It continued raining from Saturday morning until Monday morning, so that the water by that time had risen several yards above the roof of the 60 level, but it disappeared by Tuesday morning, and the men were able to go to work again, when they found that the water had brought in a good portion of the shaley part of the level, which we are now busy clearing and securing. The character of the lode when last we worked it upon was of that same favourable description as for some time past—lead and blende mixed throughout—and it is about the same in width.

BWLCH UNITED.—Wm. Northey, Oct. 26: In the 50 east the lode still maintains a kindly appearance for an early improvement, being 3 ft. wide, mixed throughout with killas, quartz, and patches of sulphur, and occasionally spots of lead ore; from the present indications we may fairly expect to meet a run of lead ore very shortly. In the 12 east the lode is 2 ft. 6 in. wide, carrying a mixture of quartz and lead ore; this point I anticipate will enhance in value after driving a few fathoms further east, as we shall then be over the run of ore ground seen in the back of the 30. The rise in the back of the 12 under adit will now yield 10 cwts. of lead ore per fathom, and from its appearance we are reaching the run of lead ore standing in the back of the old stopes, which is worth from 1½ to 2 tons per fathom. The stope in the back of the same level will yield 15 cwts. of lead ore per fathom. The tribute pitch west of Ritchie's shaft has improved in value, and the men are earning good wages. In the 15 east under adit Marvin's lode is 3 ft. wide, and yielding branches of rich lead ore throughout, and has every appearance of opening out good stoping ground. The stope in the back of the same level will yield 16 cwts. of lead ore per fm. The cross-cut south at the adit is progressing favourably, and often meets with branches and faces of lead ore; in fact, the stratum is charged with lead throughout, and I anticipate that we shall meet with rich lead when we cut the lode. The dressing is pushed on with all vigour, and I hope to be able to sample another parcel of lead ore by the middle of next month. All the machinery is in good order and working well.

CALLINGTON CONSOLS.—T. Gregory, Oct. 26: The ground in Foakes' engine-shaft, sinking below the 45 fm. level, continues favourable for progress and mineral. There is more water in the bottom of the shaft, which is rather against our usual speed; 3 ft. 6 in. have been sunk in the past week. In the 45 east we are driving by the side of a very large lode; 5 ft. have been driven in the past week. A portion of the lode has been blasted, which produces copper and mundic, intermixed with a little tin.—South or Tin Lode: At this point of drivage we have not taken down the lode, therefore we have no change to report. The engine and machinery are all working well, and water easy.

CARN CAMBORNE.—R. Southey, W. C. Vivian, Oct. 21: We beg to hand you the following report on this mine:—We are pushing on the 105 (130 fms. from surface), north from the engine-shaft towards the north lode, with as much expedition as the hardness of the granite will admit of. There remain now about 5 fms. more to drive, according to our calculation, to reach the lode. This lode produced large quantities of copper ore, together with tin ore in smaller quantities at the levels above. We ought to arrive at our object in about two months. The 40 cross-cut south, in the cross-course in the central part of the mine, has been driven about 35 fms. from the old south lode into our south ground, but thus far without intersecting a lode. We are giving a cheap and quick trial to this unexplored part of the sett by this cross-cut, the price for driving which is at present 1*l.* 15s. per fathom. At the 13 we have commenced a cross-cut in the cross-course already referred to open out the south part of the south lode, and have been already meeting with pockets of black oxide of copper, rich in quality. There is also on the western side of the cross-course a considerable quantity of green copper ore coating the rock, which induces the expectation that there may be a larger body of copper ore not far off. The cost of this exploration is 1*l.* 15s. per fathom, so that we can make the trial economically and quickly. The engine and pitwork are in good order, and the total monthly expenditure does not at present exceed 120*l.*, to about which amount it will be confined pending the intersections of lodes at the points referred to, which when done will in the natural course of things lead to an increase in the scale of working, attended we trust and expect with the production of copper and tin, which will bring the mine into a prosperous position.

CARNARVON COPPER.—J. Roberts, W. Darby, Oct. 26: The 90 end is a little harder for driving than it was. We are leaving the lode to stand on the right hand. There are very rich spots of copper on the face of it, but we cannot say what it is through it. We have not yet got to the line of the run of copper from the 80, so we do not anticipate the getting of much copper till we get up to that point, which cannot now be far off. In the rise at the 90 we shall commence taking down the lode to-morrow, and will advise of its value as soon as we have done it. The stope between the 80 and 90 are without any change to notice. The new cross cut at the 70 at Garnon's is looking very kindly, and the lode is worth 3*l.* per fathom. The cross-cut at the 70 at Cae-y-groes is still in the quartzose rock, which is hard and spare for driving. We have no idea how much further we shall have to drive to reach the footwall of the lode, but we do not think that it can be more than a yard or so.

CATHEDRAL CONSOLS.—S. Davey, S. Davey, jun., Oct. 26: We have no special change to note in either of the ends this week. Good progress is being made with the sinking of Lawrry's shaft below the adit level.

CROOK BURN.—Jacob Craig, Oct. 20: We are pushing the driving of cross-cuts north and west from shaft with all possible speed, the ground being about similar to drive to what it has been, and our present progress about the same.

CWM DWYFOR (Brynarian Mine).—John Davies, Oct. 27: We have driven Joseph's level 13 ft.; the ground is very firm and difficult for progress. I will report as soon as there is any change.

D'ERESBY MOUNTAIN.—J. Roberts, W. Sandoe, Oct. 26: In the No. 6 end, driving south from cross-cut, the lode maintains its value—worth fully 2½ tons of lead ore per fathom; let to six men, at 14*l.* 10s. per fathom. The stope in the roof of this level, behind the end, has rather improved, worth 1½ ton of lead ore per fathom; let to six men, at 6*l.* per fathom.—No. 5: Here we have started to drive a level west towards the heading from about the middle of the great stope with a view to communicate with the stope in the roof of the No. 6; this end is hard, and rather poor for lead at present, but we expect a change for the better in 6 or 8 ft. further driving, as this will bring us directly under the old men's shaft sunk down from surface in the middle of the great stope; this end is let to six men, at 14*l.* per fathom. In the north end of the stope we have let to three men a piece of ground to stope down for 9*l.*, as per contract.

DERWENT.—J. Morpeth, Oct. 24: Lists of bargains for November, containing monthly estimate of ore.—Jeffries' Shaft, Middle Vein: The 95, east of shaft, is a bit coarser just now; its value for full width is 1½ ton or thereabouts of lead ore per fathom. The flats in this level have also become coarse, and we have at present ceased operating upon them. No. 1 stope, in the back, is into a large cavity; vein 5 ft. wide, and worth 16 cwts. of ore per fathom. No. 2 stope has been stopped for awhile, and the men are cutting down north side to prove if better ground is off in that direction; the value of this ground is 15 cwts. of ore per fathom. We have now two sets of men employed in the flats above level; one place yields 20 cwts. and the other 24 cwts. per cubic fathom.—Westgarth's Shaft, Middle Vein: The stope over the 93, east of shaft, is 4 ft. wide, and worth 12 cwts. of ore per fathom.—North Vein: This vein in the 93, east of shaft, is 2 ft. wide, containing spots of ore. No. 1 stope, in the back of this level, is 4 ft. wide, and yields 15 cwts. of ore per fathom; and No. 2 stope (started only to-day) is also 4 ft. wide, and worth 15 cwts. The 93, west of shaft, is 3 ft. wide, of vein containing a good deal of spar, and spotted with lead ore—a promising end. The stopes following this level in the back are all 4 ft. wide, and are worth respectively 18, 17, and 13 cwts. of ore per fathom; ground less costly to cut. The 79 cross-cut was driven last month 2 fms. 4 ft. 6 in., by two men and two boys. The only change visible in the ends are having an unusual rapid rise northwards, indicating four nearness to a lode or branch. Pumping, drawing, and dressing all busy.

DEVON FRIENDSHIP.—W. Gill, Oct. 26: Your telegram to hand. I beg to say I am now returned from underground. The lode in the adit end is 2½ ft. wide, producing 6 tons of arsenical mundic per fathom; this speaks well for the deep levels. No. 1 stope in the back of the adit level is producing 10 tons per fathom. The other three stopes are yielding the usual quantities—about 3 tons per fathom. I am pleased to say the machinery is working very satisfactory, and the water in fork to the 12, where I found a sollar had been put in over the shaft by the former workers. I can see a lever has been driven west, but how far I cannot say at present, as the stuff has fallen down from time to time from the adit, and prevents me from getting in. I find at present the water is very easy. We shall commence to sink the winze to-morrow with a full staff of nine men.

— W. Gill, Oct. 27: I am pleased to say the machinery continues to work

lendidly. We are clearing the sollar at the 12 with all speed, and as soon as mpleted shall again drop the lift towards the 30.

DEVON FRIENDSHIP.—Charles Thomas and Son, Oct. 26: The adit end is ain improved, and yields 6 tons arsenical mundic per fathom. No. 1 stope in back of the adit is improved. Other stopes continue to yield the usual quantities of arsenic. On Saturday we started the new wheel, and found everything thoroughly satisfactory. In less than three hours' working we forked 10 fms. below the adit. If we meet with no obstruction in the shaft we shall probably reach the 30 in a week or two. We shall now commence to lay the tramroad from Bennetts' shaft to the crushers, build a dry and smith shop at Bennetts, and proceed as rapidly as possible with the new arsenic refining works. On Thursday we sold 4¾ tons of tin, at 56*l*. 10s.

DEVON COPPER AND BLENDE.—W. Skewis, Oct. 27: We are proceeding well with the cleaning up of the engine-shaft, which is now nearly 5 fms. below the 62. The 62 is cleared and secured 35 fms. west of the cross-cut and about 8 fms. east. The lode in the stope in the bottom of this level is worth 20*l*. per fathom. In the back of the 40 west the lode is worth 10*l*. per fathom, and in the back of this level, west of Ayre's rise, is worth 12*l*. per fathom, and in the stope east of this rise it is worth 10*l*. per fathom. All the machinery is in good working order.

DEVON GREAT CONSOLS.—Isaac Richards, Oct. 27: Wheal Josiah: In the 144 east, east of the count-house shaft, on the new south lode, the lode is 4 ft. wide, composed of capel, quartz, and small quantities of copper and mundic ores.—Wheal Emma—Inclined Shaft: In the 137 east, east of Friend's cross-cut, the lode (part being carried 4 ft. wide) is composed of capel, quartz, peach, mundic, and a little good quality copper ore.—New Shaft, New South Lode: In Burgoyne's rise in the back of the 130 east, the lode is 2 ft. wide, composed of capel, quartz, peach, and a little of both copper and mundic ores. In the 115 east the lode is 3½ ft. wide, of a promising appearance, and producing some good quality copper and mundic ores.—Railway Shaft: In Bray's cross-cut south at the 205 the ground continues favourable for progress, and is highly mineralised. In the 190 west, on the south part of the lode, driving is still being continued by the side of the lode for more speedy progress. In the 175 west, on the south part of the lode, driving is still being continued by the side of the lode for more speedy progress. In the 175 west, on the south part, the lode is 3½ ft. wide, and worth 2 tons of copper ore and 3 tons of mundic per fathom. In 160 west, on the south part of the lode, the lode is 2 ft. wide, of a promising character, and producing small quantities of copper and mundic ores.—Watson's: In the cross-cut south at the 88 the ground continues tolerably favourable for progress and congenial for mineral. At the western shaft we have an influx of water, which renders sinking difficult without mechanical means of keeping the shaft drained; we have, therefore, decided to attach a line of rods to the line at the engine-shaft for the purpose of working a small lift here. This will not be a matter of much expense, as we have the greater portion of the necessary material on the mines.

DEVON GREAT UNITED.—Isaac Richards, Oct. 27: In Willesford's shaft, sinking below the 104, the lode is 3 ft. wide, composed of capel, quartz, peach some very fine arsenical mundic, and a small quantity of copper ore. In the 60, west of Willesford's shaft on the Capel Tor lode, the drivages are being carried by the side of the lode, and the same remark will apply to the 60, west of Watson's shaft. In the 50, west of Watson's shaft, the lode is 2 ft. wide, composed of capel, quartz, peach, mundic, and a little copper ore. In the cross-cut south at 20, east of Willesford's shaft, the ground continues without alteration.

DRAKE WALLS UNITED.—Moses Bawden, Oct. 27: There is nothing particularly new to report this week. All the surface and underground work is being proceeded with as fast as possible. We shall have about 10 tons of black tin ready for sale early in November.

EAST BLUE HILLS.—S. Bennetts, Oct. 27: The lode in the adit east end is 2½ ft. wide, and worth 8*l*. per fathom. In the 40 east end the lode shows signs of improvement in width, and tin is also making its appearance. In the winze below the 30 it is 3 ft. wide, and worth 6*l*. to 7*l*. per fathom; this winze is now between 7 and 8 fms. deep. The 30 east end is being driven almost wholly on tribute at 13s. 4d. in 1*l*.

EAST DEVON CONSOLS.—James Browning, Oct. 25: We continue to make good progress in our driving, and every effort will be made to reach the lode as early as possible. The cross-cut has been driven upwards of 4 fms. We estimate that we are about 2 fms. from the lode. In the last 6 ft. driving we have met with two branches of a most promising character, and they are making towards the lode. This morning I find the end in the cross-cut driving north is getting wetter, and showing strong indications that we are not far distant from intersecting the Brookwood lode. I feel confident as to the future of this mine, believing it will prove to be all that can be desired.

— James Browning, Oct. 27: I have been underground this day, and am glad to find a most desirable change in the cross-cut. The ground is highly mineralised, and judging from present indications I am led to believe that we are not far distant from meeting with a rich course of ore,

EAST HERODSFOOT.—T. H. Bennett, Oct. 26: We have broken a few stones containing lead ore in Bewe's lode during this week, and it is becoming more defined, and I hope we may safely regard it as a good omen for the lode further ahead. We have again let to the men to drive at 4*l*. 15s. per fathom.

EAST LONG RAKE.—H. B. Vercoe, Oct. 27: The lode in the 50 fm. level west maintains its size and value, and is opening out a very valuable section of lead ground, and which will be available for stoping in the roof immediately that the end is advanced far enough, so as to give room for another set of men to get to work on it. Nothing can be more satisfactory than the way in which the mine is opening out to the west, and I have no doubt as we near the junction of the other lodes it will become increasingly productive. In the 50 fm. level east we are driving on a branch or lode which has crossed in a north and south direction. I hope to be able to report a discovery here at an early date. The stopes in roof of 50 west continue just as last reported. We are busily engaged on the surface preparing a parcel of lead ore for the market. The engine and machinery are in good order and working well.

EAST ROMAN GRAVELS.—Arthur Waters, Oct. 27: The 190 south is at present in a small lode and not to value; ground rather hard. The 109, north towards boundary, is worth 3 to 4 tons per fathom. The lode in the 97 south is 4 ft. wide, worth 1½ ton of lead ore and some "saving stuff" for blende per fathom. The 99, north of winze, is still by the side of the lode. The stopes in back of the 86 south are together worth about 3 tons per fathom. The new boiler with air compressor have been ready for work since Tuesday last. The "drills" and "clamb" with fittings have reached Minsterley to-day, and we hope to have everything on the mine to-morrow afternoon. We shall, therefore, be ready to start boring on Saturday morning. We have to-day sampled 40 tons of lead ore for sale next week.

EAST VAN.—W. H. Williams, Oct. 27: Cross-cut E E is driven 58 fms.; the ground is very wet, and intermixed with mundic, similar in charater to what we met with in the cross-cut above, on the hillside. The lode in the brook continues to look very encouraging, but as yet no lead of value has been seen.

GAWTON.—George Rowe, Geo. Rowe, jun., Oct. 22: The lode in the 107 fm. level is 7 ft. wide, of a most kindly appearance, yielding 18 tons of arsenical mundic, impregnated with good quality copper ore, per fathom. The lode in the 105 fm. level east is yielding 15 tons of mundic, mixed with ore, per fathom; altogether of a very kindly appearance, going towards the hill pretty nearly 20 fm. deep. The lode in the 95 fm. level east is yielding good stones of ore, mixed with arsenical mundic, and improving in character. All other points are without change. Our new arsenic works are going on very satisfactorily, and we are exceedingly busy in preparing stores to receive the arsenic previous to going through the refinery, &c.

GLENROY.—R. Rowe, Oct. 26: I am unable to report any alteration in the mine since last week, excepting that the stope in the 25 is still improving from the recent falling off, and from appearances I hope we shall soon have a good lode for lead and blende. In the shaft we are at present putting down a new sinking-lift to go below the 122.

GODDARD'S.—R. H. Vivian, Oct. 27: Since my last advice the men have been stoping away a piece of ground in the lode west of engine shaft, so as to be able to sink to better advantage, and also carry the shaft down larger. The lode has improved in appearance; it is evident we shall have a much larger vein and more lead and blende ores as we go deeper. As I informed you last week, we have a continuous rib of solid lead ore about 2 in. wide in the middle of the lode, and a mixture of lead through the vein, now worth ½ ton of lead to the fathom. I expect to see the lode much richer in a very little more sinking. I have every confidence in the future of this mine.

GOODEVERE.—R. Knott, Oct. 26: In the drivage east of shaft the lode is 6 ft. wide, but not producing so much tin as when reported on last week. In the shallow adit cross-cut, which is being driven towards the shaft, no change in the ground calling for remark. In the deep adit cross-cut the ground is of a most favourable description, and at the end is letting out much water, which I look upon as a favourable indication. During the past week we have driven about 6 ft. on the course of the lode, discovered in the wheel-pit, which is about 4 ft. wide, and producing saving work for the stamps. This is undoubtedly the lode that the former workers sunk on, and from which the tin was returned. The surface work is being urged on with all possible dispatch, and I am expecting the wheel here daily.

GORSEDD AND MERLYN.—W. Edwards, Oct. 27: The 70 east keeps about the same as reported, only that the heading is still getting more plim with little more lead on the heading side. The men have driven 1 yard 2 ft. since last report. The 90 west I am pleased to say keeps improving for blende. The vein looks most favourable, and more shale is coming between the beds. The men have driven 1 yard 1 ft. 6 in. since last report. The lead is worth 1 ton 6 cwts. per fathom. The south driving of the 50 west looks most promising. I expect to meet with a change in the ground very soon. There is a good deal of lead mixed in the stone, and a strong feed of water coming out of the forebreast that makes me think we are near an east and west lode. The men have driven 3 yards 2 ft. since last report. The lead is worth 6 cwts. per fathom. One of the tribute pitches is looking a little better this week. In No. 1 pitch in roof of 70 east the lead is worth 16 cwts. per fathom. No. 2, two men, worth about 14 cwts. per fathom. No. 3, two men, is worth about 13 cwts. per fathom. We sell another parcel of lead to-morrow.

GREAT HOLWAY.—W. T. Harris, Oct. 27: Roskell's Shaft: The lode in the 110 east maintains its character and encouraging appearance. An increase of water issues from the forebreast, and the ground is rather easier for progress. This level west of the lode is 4 ft. wide, very promising, and better progress is being made. The lode in the 80 level west is producing saving work for lead and blende, and indications are exceedingly good. The dam in this level east has very successfully been removed, and operations commenced in the forebreast, the appearance of which is most encouraging, and the lode is producing some splendid lead ore. From the porous nature of the ground, a good deal of water issues therefrom, but is easily kept under by the engine working 3½ strokes per minute. A good branch of ore is also left in the bottom of this level, which may be considered an encouraging feature for the 110 east. There are also two very powerful north and south lodes, from which some nice stones of ores have been broken. These will receive attention when the level is further advanced.—Level Engine: The lode in the 60 east is opening out most splendidly, now worth fully 3 tons of lead ore per fathom, and improving daily. This is a consummation of the great run of ore, which has yielded so bountifully for a long time past in the roof of this level. The tribute pitches maintain their value, and show no sign of falling off. Nos. 3 and 5 are worth together 7 tons per fathom. No. 1 is worth 2½ tons per fathom. No. 2 is worth 1 ton of lead and 2 tons of blende per fathom, and promising for an improvement.—Garden Shaft: The stope in back of the level from No. 2 is producing some good stones of lead and blende in paying quantities. The level west upon new joint opens out encouragingly, and the ground is favourable for progress.—Brammock and Office Shafts: The pitches continue to yield both lead and blende in paying quantities. The mine throughout is improving. Will report more fully next week. Surface work and dressing are making usual progress, and good returns of lead and blende are being made. Next week we shall sell another 30 tons of lead ore, and in a few days a parcel of blende.

GREAT LAXEY.—F. Reddicliffe, Oct. 26: During the past week or so there has been considerable improvement in the 247 end, driving north, and the lode worth fully 20*l*. per fathom, but it has reached the slide, and while this is being cut through the value is uncertain, but we expect a better lode still on the other side. The 235 end north is without change. The winze sunk from the 220 is deep enough for this level when the end shall be far enough on to hole to it, which we except will not now be long.—Dumbell's: The 230 end north has maintained a good value, but just now the lode is a little coarse, and worth 30*l*. per fathom. In the 215 end the branches have diverged, and only one is carried in the present end, which is worth 25*l*. per fathom. When the level is holed to the winze, and the other branch is worked upon, we expect it to add greatly to the value. The winze is deep enough, and it is expected to hole to it in a day or two. Driving south at the 70 the end has reached Agnash slide, and is now driving through it with some blende in the lode. There is no change to speak of at any other point or in the stopes since our detailed report.

GREAT RETALLACK.—J. Harris, Oct. 22: In the 64 east the ground is more favourable for driving than when I last reported, and the men are making good progress, the lode being composed of quartz and killas, with good stones of blende embedded, but not in sufficient quantity to value; the lode, however, is strongly charged with sulphur mundic throughout our drivage, and this, with the easy character of the ground, ought to lead us to find a bunch of blende very shortly.

GREAT WEST CHIVERTON.—J. Curtis, Oct. 25: The deep adit to drive west on the south lode by two men the month at 65s. per fathom. Lode 1 ft. wide, composed of quartz and mundic. The deep adit level to drive west on the north lode by two men at 55s. per fathom; lode 4 ft. wide, with stones of mundic, &c., in it. A very kindly looking lode for the depth.

GREEN HURTH.—James Polglase, Oct. 21: The bargains are producing as follows:—No. 1 driving over standage level 4 tons per fathom. No. 2 south end (bottom level) is without change. No. 3 stope, south of rise above 30 level, is in a poor neck of ground at present. No. 4 stope from rise, towards Vipond's sump, 3 tons per fathom. No. 5 stope, north from rise above 30 level, 3½ tons per fathom. From No. 6 north end (31 level) I have broken lead to-day; lode just coming into this end. No. 7 stope, north from Vipond's sump, is worth 5 cwts. per fathom. We shall open a stope over the standage level at once; lode worth about 8 tons per fathom. No change in the adit level cross-cut south. We shall at once prepare the preliminary material for sinking.

GWYDYR AMALGAMATED.—J. Roberts, W. Sandoe, Oct. 26: Clementina: The 34 driving north from shaft continues to look well, and the lode having improved during the past two or three days, it is now worth full 1 ton of lead ore per fathom. Set to two men at 8*l*. per fathom. The 34 end driving south from shaft is let to two men at 11*l*. per fathom. The lode here is rather poor at present, and the ground hard for driving. The engine-shaft sinking below the 34 is going down very satisfactorily, and is now down below the level from 5½ to to 6 fathoms. The lode is strongly sprigged with lead, and we expect to meet with a better lode at a very early date.—Aberllyn: Here there is no change whatever to speak of. The lode in the No. 2 end driving north, and also in the sump sinking below this level, are just the same as reported on last week. The end is being driven at 12*l*. per fathom, and the sump sinking at 16*l*. per fathom.

HINGSTON DOWN CONSOLS.—Thos. Richrrds, Oct. 26: The engine-shaft is down below the 12 fm. level 4½ fms.; the sinking is still going on favourably, and the lode is producing in places good stones of copper ore. In the 12, east of the shaft, the lode continues to produce very rich stones of black, grey, and yellow copper ore, and is altogether in its general character exceedingly promising. No. 1 lode in the deep adit level, east of the south cross-cut, contains capel, quartz, and arsenical mundic, with a little black and yellow copper ore intermixed.

KILLIFRETH.—J. Michell, J. Tamblyn, Oct. 25: The lode in the bottom of Hawkes' shaft is 3 ft. wide, and worth 25*l*. per fathom. We have about 9 ft. more to sink, when we shall begin to drive east and west to make the 30. By doing so, we hope in a very short time to leave down the water from the winze in the bottom of the 20 east of shaft, which is now suspended in consequence. The lode in the 20 driving east is worth 7*l*. per fathom. In this level driving west the lode is from 4 to 5 ft. wide, producing a little tin, but not enough to value. The lode in the stopes east and west of winze in the bottom of the 10 is not so productive as last reported. The other bargains are looking just the same as at the meeting.—Old Sump: In the 40 driving east, the lode is 2 ft. wide, and worth 5*l*. per fathom—looking very kindly, with a large stream of water issuing therefrom. The lode in this level driving west is disordered at present. The lode in the 30 driving east is producing a little tin, but not enough to value.

KIRK MICHAEL.—R. Rowse, Oct. 19: We resumed sinking the shaft on Saturday morning. There is a strong rib of quartz and lead about 8 in. wide running through the shaft, much as last reported. In the 20 north the rib of lead cut into in the west side of the level about 4 ft., holds on good, and at present shapes to come back in the side of the level; it is from 6 to 8 in. wide, yielding good stuff for lead, and so far shows to be much the best in the bottom of the level. We attach importance to this as likely to develope itself into something altogether new; at present we are uncovering it from the 4 ft. thickness of rock, and shall soon prove it further. The 20 south is not yet through the slide. The stope in the roof of this level is worth ½ ton of lead per fathom,

KIRK MICHAEL.—R. Rowe, Oct. 26: The shaft measured to-day 10 fms. below the 20; the lode is not so wide, that is the lead-bearing part, as lately reported, now about 6 in. wide, good stuff for lead. I expect another month's sinking will put the shaft deep enough for a new level. In the 20 south we got through the slide yesterday, or to the footwall of it, showing a width at this level of 10 fms.; the rock on the other side showed strong spots of lead to-day; we shall now drive east to endeavour to find the lode. In the 20 north the lode found in the western side of the level is still going forward about 1 ft. wide, good for lead along the bottom of the level, but split into strings and branches in the upper part; it looks at present to be standing altogether in the side of the level and the shaft as well. I hope it may prove to be so; we shall ascertain this as soon as possible.

KIT HILL GREAT CONSOLS.—Isaac Richards, Oct. 27: Fair progress continues to be made in driving at the deep adit level. The late very severe weather has much interfered with our surface operations. It is now, however, moderated, and every effort is being put forward to get the erections completed as fast as possible.

LADY ASHBURTON.—J. Willcock, Oct. 27: We have driven the cross-cut north about 3 fms. at the 30, through ground strongly mineralised for the production of silver, lead, and copper ores. We are intersecting branches and floors of spar, strongly charged with mundic, blende, and spots of rich yellow copper; this is a good indication, and plainly shows the lode is near at hand. We have driven east of engine-shaft 3 fms. on the course of the south underlayer. The lode at present is small, but very kindly in appearance, producing sulphuric mundic, peach, quartz, prian, and a little copper. I have not cut into the north underlayer yet, but shall do so next week, when I fully anticipate a change for the better. I strongly advise driving the south cross-cut, which is already driven south of engine-shaft 5 fms., to intersect No. 2 lode, or, in other words, the Wheal Brothers silver lode; so far as this lode has been seen at surface it gives every encouragement of making rich deposits of silver at a shallow depth. Our engine and pitwork are in good working order.

LADY BERTHA.—Thos. Neill, Oct. 25: Since my last report the ground in the 53, east of engine-shaft, has a little improved and the lode is looking a more promising. The lode in No. 1 stope in the back of the 40, east of the engine-shaft, is still looking well, and will produce 20 tons of mundic and 5 tons of copper ore per fm.; this stope is let to carry the north part about 5 ft. wide, stented the month, at 3*l*. 10s. per fathom. The tramroad is completed to the new shaft at the 40, and good progress is being made in clearing the same from the 30 to the 40. The stope in the bottom of the 30, east of the new shaft, is looking well, and will produce 10 tons of mundic per fathom. In the cross-cut north at the 30 fm. level we are cutting some good branches of copper ore, which are looking promising.

LEAD ERA.—J. A. Ede, Oct. 27: The favourable indications of the past fortnight shows a further tendency to improve, and I hope, seeing that we have to all appearance gone through the bar, that the improvement will continue until it culminates in the realisation of our best wishes and my most sanguine expectations.

LLANDEGLA.—H. Hotchkiss, Oct. 26: The heavy rains have caused the water to rise above the upper level, where, however, it only remained for a portion of one day. I have all hands in this level now, rising up on the lead ore lately discovered; and in the east end of the rise the ore continues to make up, there being but very little to be seen in the west end. As we have now a great quantity of stuff broken in this level, I intend to have this cleared up at once, and then go to work in the east end of the rise upon the best ore, and if it should hold on we shall soon be able to break a very nice pile.

LOMAX.—Wm. Argall, Oct. 26: The lode in the end is 9 in. wide, much the same as reported last week. We have some fine white killas coming into the bottom of the end.

MELLANEAR.—John Gilbert, Oct. 26: There is nothing new in the 30 cross-cut, driving south of Gundry's shaft; it is now extended about 40 fms. from the main lode, and has been driven in a decomposed elvan course for the last 20 fms. We have commenced to put down a tramroad in this level. The ground in the 60 cross-cut, west of Gundry's shaft, driving south from the main lode, has further improved, and the men are making much better progress. The lode in the 80, west of Gundry's shaft, on the north part, is 5 ft. wide, and yelding 3½ tons of ore per fathom. We have passed through the branch of spar and mundic recently intersected in the north cross-cut in the 90, west of Gundry's shaft, and we find the ground inside the branch to be easier for driving, and still letting out some water. The lode in the winze in bottom of this level is 4 ft. wide, yielding 3 tons of ore per fm., but we have been rather hindered in the past few days with water in the bottom of the winze. The lode in the 110, west of Gundry's shaft, is 3 ft. wide, and still yielding 2 tons of ore per fathom. The lode in the rise in back of this level is 4 ft. wide, also yielding 2 tons of ore per fathom. The lode in the 110, east of shaft, is 5 ft. wide, and improved to 2½ tons of ore per fm., and letting out a good deal more water. There is no change in the 120 cross-cut, driving north of Gundry's shaft, but our progress will be better now we have completed the shaft for winding from this level. The ground is just the same as when last reported in the 70 cross-cut, driving north from the main lode, west of Gundry's shaft. The lode in the 110, west of old engine-shaft, is 2 ft. wide, yielding good stones of mundic and copper ore, and letting out an increased quantity of water; we consider this end to be very near the cross-course. The lode in the 110, east of the old engine-shaft, is 5 ft. wide, and yielding some saving work for copper and tin ores. There is no change to notice in any other part of the mine.

MERIONETH MINING AGENCY (Glasdir-issa).—This mine has got fairly to work, and with present appliances is dressing from 50 to 60 tons of copper ore per month. The ore in the rock is 40 ft. or more wide, and the supply in sight will last for years to come. An immense body of pyrites has also been discovered of superior quality.

MOELFRE.—James Richards, Oct. 27: Good progress has been made in the driving of the deep adit level towards the lode during the last fortnight. The ground still maintains that highly mineralised nature as previously named in my reports. During the last week I have had the air-machine and pipes completed, which will facilitate the driving of the level considerably; consequently, we shall arrive at the desirable point sooner than we otherwise should have done.

MONA CONSOLS.—T. Mitchell, Oct. 27: The various works are going on very well here, and the draining of the mine is progressing satisfactorily. There are two horses engaged drawing out the water with the whim, and they relieve each other every six hours. The carpenters will commence putting on the woodwork to the roof of the buildings to-morrow.

MORFA DU.—T. Mitchell, Oct. 27: The various points of operation here continue to look much the same as for some time past. The lode at the 20, near Ida shaft, is looking very well, and we are preparing to sink a winze in bottom of the level in a good lode of bluestone. The parcel of copper ore just sold will be weighed off this week.

MOUNT CARBIS.—W. Tregay, Geo. Johns, Oct. 27: The lode in the 38 east end produces good stones of tin. The lode in the 38 west end is worth 6*l*. per fathom. The lode in the winze, bottom of the 38, is worth 20*l*. per fathom. The lode in the 27 east end is worth 10*l*. per fathom. The lode in the 27 west winze is worth 15*l*. per fathom. No other changes to report.

MYNYDD GORDDU.—Thomas Kemp, Oct. 26: Burnett's Engine-shaft: I am sorry to say nothing has been done in the bottom this week, owing to the water being in. However it will be out this afternoon, when the men will resume work. There is no particular change to notice in the 46 end west of cross-cut since last report; worth 10*l*. per fathom. The lode in the 46 end east of cross-cut is also without any change to notice. The part of the lode carried in sinking the winze below the 34 is still composed of killas carrying ribs of calcspar, intermixed with a little ore. Saving work for the dressing floors. The ground appears to be little more favourable for opening, consequently the men are making somewhat better progress. The part of the lode carried in driving the 12 end west of shaft is still of the same composition as previously reported, chiefly friable spar, at times showing spots of ore. We have let two tribute patches to four men, one over the 12 west of cross-cut and the other on the cross-branch in the 24, south of the main lode, at 8*l*. 10s. per ton, the ore to be made marketable. The different stopes are yielding their usual quantities of ore. The carrier is carting the 8 tons of silver-lead ore to the station to-day, waich will qe forwarded to Messrs. E. C. Goodhart and Co. to-morrow morning.

NEW GREAT WHEAL VOR.—Henry Cowling, Oct. 26: We are still sinking aud stoping at No. 2 shaft as fast as possible. Since my last report we have been strengthening our stopes. Together with the shaft they are from 3 fms. to 4 fms. long, 6 ft. wide, and tinny throughout. All the length upon the line of the lode is producing slabs of tin, worth from 75*l*. to 80*l*. per fathom, or 225*l*. to 240*l*. per stope. Every foot we sank, either in shaft or stopes, the lode is increasing in value. The last parcel brought to surface is the richest I have seen since the commencement. It always improves as we proceed in the works, and I have never in all my experience seen anything like it before at such a shallow depth.

NEW KITTY.—Wm. Vivian, Oct. 27: We are making good progress in sinking. The engine-shaft is now about 5 fms. below the 24; sinking at 20*l*. per fathom. In the 24 driving east the lode is 2 ft. wide, producing a little tin, but not to value. In the 24, driving west, there is no change to notice since last reported.

NEW PENROSE.—J. Curtis, Oct. 26: The deep adit to drive west of the old engine shaft on the Trewavas copper lode, by four men, at 7*l*. per fathom. Lode at the present time split in branches and letting out a quantity of water. The engine to clear and secure, by six men, below the surface it is down near 15 fms., and from what we can see we believe it is near the back of level-lode 18 in. wide, with spots of yellow copper ore, tin, and mundic; a very kindly looking lode for the depth.

NEW WEST CARADON.—N. Richards, Oct. 26: There is nothing new in the cross-cut driving south of Hallett's shaft at the 38, but we are opening out east on the last branch intersected in this cross-cut, and find it is getting larger, and will now yield fully 1 ton of copper ore per fathom. The main lode in the 42, west of this cross-course, is a promising looking lode, and will yield ½ ton of copper ore per fathom; this lode at this level, east of cross-course, appears to be getting into the shoot of ore coming down from the rise in the back of this level, the lode in the western end of which is about 3 ft. wide, and will yield fully 2 tons of ore per fathom. The lode in the eastern end of the rise is also 3 ft. wide, and will yield 2½ tons of ore per fathom; and if we get as good a lode in this level driving east towards West Caradon as we have in the rise, and there is every appearance of it at present, we shall soon have a good mine.

NORTHERN LEAD.—T. Tonkin, Oct. 27: Brandon Walls: The shaft and levels are now drained to a depth of 11 fms.; the greatest bulk of water is about our present depth, as the old workings are very extensive in this part of the mine. After we get to the 25 there will be little water to contend with below that depth. The mine is looking favourable at Stotsfied Burn. The west section stopes above the 42 yield 25 cwts. of ore to the fathom. The east section stopes are variable, and the 15 fm. level stopes maintain a yield of 12 cwts. to the fathom. The adit stopes yield 8 cwts. to the fathom. All the stopes are on tribute. We have sold 20 tons of lead ore, at 8*l*. 17s. 6d. per ton.

NORTH D'ERESBY MOUNTAIN.—R. H. Vivian, Oct. 27: The water in the shaft is rapidly decreasing, so that we shall now make much better progress. The lode shows every indication that we are approaching richer ore ground. It is mainly composed of soft carbonate of lime and some beautiful lumps of lead ore. The present value, taking the lode all through, is 10 cwts. of lead to the fathom.

NORTH GREEN HURTH.—James Polglase, Oct. 21: The low level cross-cut is in the same congenial channel of ground. The same may be said of the upper level cross-cut; another small branch has been intersected, which may be expected as we get nearer the vein. The surface men have been repairing roads all this week.

NORTH HERODSFOOT.—T. Trelease, Oct. 27: We have dropped the ladders to the 117, and I went into the level north about 25 fms.; the timber appears to be in pretty good condition, and the level as far as seen can be secured very much cheaper and quicker than the levels we cleared above. We cannot tell as yet how far the water is below the 117, but if it is low enough we shall secure the shaft to the 127, and clear that level instead of the 117. There is no change in the 80 end; the ground continues easy for driving, and we are hoping to get an improvement here shortly. The stopes in this level continue to yield 8 cwts. of lead respectively. The 50 end is still unproductive, but is letting out a little more water, which we consider a favourable indication. I have put the men who formerly worked the stope in the back to stope the bottom, where the lode will yield 7 cwts. of lead per fm. We are making fair progress with the dressing, and purpose sampling 20 tons of lead on Saturday next. We have still a large quantity of stuff at surface to dress, which will yield fully another 20 tons, which we hope to get ready at the end of another month.

NORTH PENSTRUTHAL.—Stephen Davey, Wm. Polkinghorne, Oct. 27: We have no change worthy of special remark in either of the points since last report.

NORTH WALES FREEHOLD COPPER AND SMELTING.—H. G. Vercoe, D. Douglas, Oct. 26: In handing you our usual weekly report, we have no particular change to advise you of; the different points in the mine continue just as last reported. The shaftmen are still engaged cutting lodge, &c., at the 30 at engine-shaft. The 30 cross-cut west has not yet reached the footwall of the great copper lode; we continue to intersect branches of quartz spotted with sulphur and copper. I expect the next few days will show a great improvement, as the main ore-bearing part of the lode cannot be far off. In No 2 sump there is a fine lode from 6 to 7 ft. wide, producing copper of rich quality from one side to the other. In the 20, south of No. 1 sump, the lode is hard, and not producing copppr to value. The stopes in ends of No. 1 sump, above the roof of the 20, are producing fair quality copper for dressing. The new crushing machinery has arrived at Conway, and no time shall be lost in getting it erected and at work, so that we may be able to treat larger quantities of ore, and make the accumulation of copper now on surface ready for market. All surface work proceeding regularly, including the building of new carpenter's shop and smithy.

PANDORA.—H. Nottingham, Oct. 26: Engine-Shaft: The engine-shaft sinking on new lode is down 6 fms. below the 45; the lode in the bottom is 10 ft. 6 in. wide. On the footwall there is a course about 2 ft. wide, of very nice lime spar intermixed with large cubes of lead and blende. I have now decided to leave this portion of the lode, and continue the sinking on the hanging side, that we may be able to make better speed in getting the shaft deep enough for a 55 fm. level. The end driving south in the 45 is looking better for lead, worth 25 to 30 cwts. per fathom. Since we are compelled to suspend the No. 1 winze in the 33 south I have placed this set of men to commence a winze in the bottom of this (45) level 5 fms. south of shaft; the lode here was worth 2 tons of lead per cubic fathom, and I look for the same yield in sinking below the level. The stope over the level south of shaft is worth 1½ ton of lead and 1 ton of blende. The stope north of shaft is worth 15 cwts. of lead and 1 ton of blende per fathom; the lode is narrowing as we ascend with these stopes, similar to what is seen in the shaft, and in consequence the yield is less the higher we go, plainly showing this to be a new course of ore making along the bottom of the mine. We have two stopes working over the 33 south, worth together 35 cwts. of lead and 2 tons of blende per fathom. The tribute bargains show no material alteration. We have not been able to keep the crusher so well supplied with stuff this week through several hindrances. We have had to repair the small drawing-wheel, and we have to-day put on a new steel wire-rope for winding, which was much needed, and hope to get up plenty of stuff for the crusher now again. The carpenters are still busy putting fresh supports and stays to the launders and tramways in place of those blown down and broken by the storm, and roofing the engine-shed.

PANT-Y-MWYN.—Enoch Parry, Oct. 27: The lode in the 22, driving west of Modlyn, maintain its size and favourable character. The indications in and about the end at present are very like those seen in and near to Griffith's shaft, where a very rich run of lead ore was met with in the footwall portion of the lode. We had a great flood of rain in this neighbourhood the end of last week, which we are glad to say burst through the obstruction in the day level, where our men have been clearing. We are not able to get into the level at present, owing to the force of water coming out through it. As soon as it abates and we can examine it we will give you particulars. All interested can look upon the opening the opening of the level as a good job done for the future workings of the mine, and it should never be allowed to fall in and fill up again.

PARYS COPPER CORPORATION.—T. Mitchell, Oct. 27: We have no change of any importance in the 90 south since last report. The No. 1, west of cross-cut, continues to look much the same as last week The No. 2 west has further improved; the lode is opening out wider, and will yield at present a little over 3 tons of copper ore per fathom; this is a nice looking lode, and likely to further improve. The 90, east of cross-course on the C. D. lode, is looking very promising, and we hope to have a further improvement here soon. No change at any other point. We shall commence weighing off the copper ore and precipitate sold to-day immediately.

PEDN-AN-DREA UNITED.—Wm. Rosewarne, James Thomas, Oct. 26: We have during the last few days fixed an 18-in. plunger-lift at the 40 in Bain's engine-shaft, which is working well, have commenced draining the mine below the 47, and at our present rate of forking shall get to the 55 in one week from this time.—North Lode: The skip-road in Bain's underlie shaft is made right for drawing to the 47, and we shall set the pitches and stopes at this level and above at once, so that our quantity of tinstuff will be much increased thereby; this lode is large, and varies in value from 20*l*. to 40*l*. per fathom.—New Lode: The lode in the stope in the back of the 40, east of cross-cut east of Street shaft, is worth 60*l*. per fathom. The lode in the 40, west of cross-cut east of Street shaft, is worth 10*l*. per fathom on the south part. The lode in the 40, east of the cross-cut east of Street shaft, is worth 20*l*. per fathom for the part carried with no north wall; we intend cutting in further north so as to prove its value. We have four men driving the cross-cut north from Skimmer's lode at the 18, east of Street shaft, and have cut a branch containing some good stones of tin, and are daily expecting to cut the south part of the new lode.—Skimmer's Branches: The lode in the 40, west of the cross-cut east of Street shaft, is producing fair quality tinstuff. The lode in the 30, east of cross-cut at Street shaft, is worth 25*l*. per fathom. The lode in the 30, west of cross-cut at Street shaft, is worth 10*l*. per fathom. The lode in the 18, west of cross-cut at Street shaft, is worth 10*l*. per fathom.—Bragg's Shaft: We expect in the course of a few days to see the lode at the 40, south of Bragg's shaft, which is said to be very productive of tin; upon this lode there has been but little done. Our engines and pitwork are

in first-rate order, and the mine is turning out even beyond our expectations; from what we already see we consider the mine is placed beyond a speculation, and provided we find similar ground to what we now have in the shallow levels as we get deeper, and which are said by all who have any knowledge of the mine to be better than anything yet seen; we shall soon have a good mine, and shall be enabled to make such returns as will well pay the adventurers for their outlay.

PENHALE AND BARTON.—J. Evans, Oct 26: We have cut into the lode from the 20 fm. cross-cut from Bullock shaft for a distance of 3 ft., and we find it becoming increasingly rich every inch driven. When the elvan course is reached, I have no doubt but that a fine store of tin will be revealed, and we shall have abundant material to keep the stamps incessantly going. I have assayed a sample of the stuff from the lode, and I find that it produced 1 cwt. 1 qr. 9 lbs. of tin per ton of tinstone.

PENHALLS.—S. Bennetts, R. Harris, Oct. 22: There is no change to notice in the 80 cross-cut north. In the 80, west from Blue Hills, the lode is of a promising kind, 1¼ ft. wide, and worth about 6*l.* per fm. The 70 east is at present poor. The 60 east is without change, and the 60 west, on the south lode, is producing a small quantity of tinstuff. The clearing and securing of the 60 north is being pushed on, all the old timber being rotten. The 55 east is worth 8*l.* per fm. The 50 west is poor. The 45 west is worth 5*l.* per fm., and the rise above this level 6*l.* per fm. The 42 east from Blue Hills is poor.

PELYN WOOD (Copper).—T. H. Bennett, Oct. 27: We continue to make good progress in our drivage of the caunter lode (about 3 fms. per week), and the prospects are of a very encouraging character, quite equal to those last reported, which increases my faith in the result which will be accomplished in reaching the east and west lodes ahead of the present end, and having costeaned on one of them I have great pleasure in stating it is composed of beautiful gossan, prian, and friable quartz, and spots of black and yellow copper, and is an exceedingly promising lode. This makes me very hopeful for a great success at the junction.

PIONEER.—Oct. 25: The captains of the mines report as follows:—Silver Lead Mines, Holywell: Since the last report we have had very unusually heavy storms and floods here, which have been troublesome and more or less retarded the work, but we have managed to weather everything. The season is worse than it has been for many years past.—Bessie's Shaft: There is no change to report here. The lode still maintains its high value, and continues quite as rich as last reported. I feel now quite confident that this will last and make a permanent mine. If it had not been far the extremely wet weather, impeding both the surface and underground operations, we could easily have increased our next sale to 30 tons. We shall, however, endeavour to have 20 tons as before ready for the next ticketing.—Blackwell Shaft: There is no variation in the ground here. It continues to exhibit the same encouraging mineral features, with a congenial gangue for making ore. Any stroke of the pick might strike into a valuable ore body. I think it will be advisable either to rise in the roof here for a few yards into the higher strata, or sink a sump in the sole of the level, as I feel most certain that either course will amply repay us.—New Shaft: This progresses satisfactorily. During the past week we have got down on to the rock and secured the shaft in a firm position. We can now, therefore, push on with greater speed.—Engine-Shaft: The unusually heavy floods, as already reported, have caused us some trouble here, but after a hard struggle I am happy to say we have got the best of it and mastered the water. We are now making fair progress in driving the 60 level east, towards the Caleb Bell lode; we have advanced 3 yards during the past week. The 60 south on the Petticoat lode has also advanced 4 yards, and I am happy to state that to-day the men extracted from the forebreast some very nice lumps of ore, varying from ¼ cwt. to 1 cwt. apiece. We are pushing forward to the intersection of the east and west lode proved in the swallow, and which cannot be many yards off. The tributers working for ore in the 50 on the north and south lode are earning very fair wages, which will leave profits to the company.—Hedge Shaft: Since my last we have cleared 7 yards in this shaft, making a total of 18 yards, and have now reached the bottom. In the bottom there is a level driven north 15 yards, with a sump at the end sunk 3 yards, and showing lead at the bottom. This shaft should be sunk 12 yards deeper, or a total depth of 30 yards. We shall then not only cut under above-named sump, but be enabled to put in two small cross-cuts east and west to intersect some valuable veins of ore, which are certain to repay us for our trouble.—Dressing-Floors: We are very busy at work preparing lead for the next sale at Holywell.—Copper and Lead Mine, Harlech: The copper lode has become somewhat contracted, owing to a belt of hard rock crossing in the face of the level. I think, however, we shall soon be through it, and the lode resume its normal character; it is now 1 ft. wide, shows very strong, and keeps on in its regular course. We are pushing on towards the junction of the two copper lodes.

POLROSE.—W. Bennetts, Oct. 26: The Margaret lode, in the 100 east, is 3 ft. wide, and producing saving work for tin. In the 100 west, on the same lode, the ground is undergoing a favourable change, and I am looking for an improved lode shortly. In the rise above the 100 the men are making fair progress. In the 90 cross-cut south we have just passed through two small branches, and the end is still letting out a deal of water. In the 90 cross-cut north we have just taken down the lode in the eastern end and find it maintains its size and character, being still 15 ins. wide and producing good yellow copper ore and tin; altogether a most promising lode. In the western end the lode is assuming the same appearance and character that it showed in the eastern end. The lode is still letting down streams of water and has completely drained the 70 cross-cut, which, calculating the underlie of the lode, is 27 fms. above the 90. This fact leads me to think there must be a large and open lode both before and above us. We have not yet cleared the 70 cross-cut but must be nearly to the end of it. According to this cross-cut, as laid down in the old plan of the mine, it ought to intersect the lode we have in the 90 in about 2 or 3 fms. further driving, and this will be a most important and interesting point, and which I am making all energy to reach as quickly as possible. In the western adit the men have commenced to drive towards the Polladras lode.

PRINCE OF WALES.—S. Roberts, G. Rowe, Oct. 26: The shaftmen are busily engaged dividing and casing the shaft to the 102, in order to get the kibble to the bottom as early as possible. We are hastening on the cross-cut south at the 102 as fast as can be done in ground which has all indications of productiveness. In the 90 end east no change to mention since last week; lode 2 ft. wide, producing good stones of copper ore—showing indications of improvement. In the stope from No. 1 rise in the back of this level the lode is 4 ft. wide, and worth 8*l.* per fathom for tin, with a leader of copper ore. In the stope from the No. 2 rise no lode as yet taken down. In the 90 end west the men are driving by the side of the lode, consequently no change since last report; worth 10*l.* per fathom.—Goodluck: The lode maintains its size and value —8*l.* per fathom. We shall sample (computed) 72 tons of copper ore of good quality this week.

ROMAN GRAVELS.—Arthur Waters and Son, Oct. 27: The 125, south of new shaft, is without change since last week, the cross-cut east not having yet reached the hanging wall division of the Roman lode. The six stopes in back of the 110, north of shaft, are worth together 7½ tons per fathom. The 110 south is in a lode 7 ft. wide, worth 1¼ ton per fathom. The 110 south, east on caunter towards east Roman Gravels' boundary, shows a lode 2 ft. wide spar; 1 ton of blende per fathom, with occasional stones of lead ore. The three stopes above 95 and 80 fm. levels, north of old shaft, are worth together 9 tons of lead ore per fathom. The 95, south of Robert's winze south of new shaft, is in a lode 2 to 3 ft. wide, worth 2½ tons per fathom. The five stopes in back of this said level south are worth together 10 tons per fathom. The 80, south of Evans' winze, south of new shaft on hanging wall division, is worth 2 tons per fathom, and improving. The four stopes in back of this level following the end are worth together 8 tons per fathom. The 65, south on hanging wall course, shows a lode 5 ft. wide, still worth 15 to 20 tons per fathom. The winze below this level (now about 16½ fms. in front of the 80 end) is down 5 fms., lode 4 ft. wide, worth 10 tons per fathom. The stope over the winze is in a lode 4 to 5 ft. wide, worth 12 tons per fathom. There are four stopes in back of the same level, south of Stokes' winze, worth together 8 tons per fathom. The 50 south is worth 2 tons per fathom. The drift below the 40, south of Potter's winze, is worth 1½ ton per fathom. We have to-day sold 150 tons of lead ore for 1465*l.*, and sampled 60 tons of blende for sale next week.

ROYALTON.—W. Sowden, Oct. 26: I have now returned from the mine there are four men sinking the engine-shaft. The shaft is down 2½ fms., well timbered and secured. Now the men will make good progress in sinking. You have a splendid property in Royalton.

RUSSELL UNITED.—J. Gifford, John Bray, Oct. 27: Saturday last being our pay and setting day the following bargains were set:—The bottom level east of Matthews engine-shaft, to drive by two men or more, at the agent's option, stent the month, at 4*l.* 10s. per fathom; lode 2 ft. wide, composed of capel, quartz, and peach, with good stones of copper ore, and letting out much water. The 55 east of Matthews shaft to drive on the cross-course or caunter lode, by six men, stent the month, at 6*l.* per fathom. Here we are breaking good stones of ore, with quantities of water. The cross-cut north on the bottom level east of Matthews shaft, stent not out; no change in the ground to notice. We are pushing on the work from the wheel to Stephens shaft with all possible speed, and if the weather proves favourable we hope to get it complete by Nov. 11 or 12.

SILVER HILL.—George Rickard, Oct. 27: We have to-day from all appearances reached the south wall of the lode in the tunnel, and have broken into it about 6 in., and find it thus far consisting of capel, peach, and mundic, intermixed with copper ore of good quality.

SORTRIDGE.—Wm. Skewis, Oct. 27: I am pleased to inform you that we have cleared through the choke in the adit level, and have let down the water for over 50 fms. At that point we find more stuff in the level. The water, however, is coming freely through it. Every effort is being put forward to complete this work, to connect with the engine-shaft as quickly as possible. There is no change worthy of notice in the 30 east or west.

SOUTH CARBIS.—W. Tregay, Geo. Johns, Oct. 27: The lode in the 15 east end is worth 15*l.* per fathom. The lode in the 15 west end is worth 15*l.* per fm.

SOUTH CONDURROW.—Wm. Rich, W. Williams, H. King, Oct. 28: The late heavy rains have percolated into Marshall's shaft, and have retarded the sinking, but we hope this will drain off in a few days. The lode in the 40 west is worth 10*l.* per fm., and the stope in back of this level is worth 15*l.* per fm. The rise in back of the 40, east of King's, is worth 10*l.* per fm. The lode in the 50 end east is disordered for the time by means of a cross branch. The stope in back of this level is worth 12*l.* per fm. A rise in back of the 50 east, which is being put up for ventilation, is worth 10*l.* per fm. The 60 end east is worth 12*l.* per fathom, and the stope behind the end is worth 15*l.* per fm. The 60 end, west of Plantation shaft, is in a strong, kindly lode. The rise in the back of the 60 west is worth 15*l.* per fathom. We are putting up a rise in back of the 70 west, on the copper lode; this will prove the lode, and will intersect the tin lode in a short distance. The ground is rather stiffer for driving on Marshall's lode, in the 70, west of cross-cut, but we hope soon to get through this pinch in the lode; present price for driving, 4*l.* 10s. per fm. The lode is worth 6*l.* per fm. There is water still coming from the end of the 70 cross-cut north, and to the east of King's shaft. We have driven nearly 3 fms. through lode and branches containing a little tin. We are pushing on the cross-cut. The lode in the 80 end, east of Plantation shaft, is worth 10*l.* per fathom,

SOUTH DARREN.—H. James, Oct. 27: I have been through all the underground bargains to-day, and am pleased to say the bottom levels are looking well. The 120 end east is worth from 1¼ to 2 tons lead ore per fathom. In the same level west the lode is showing good signs of our getting near the rich run of ore ground gone down in the level above. The lode in the 110 end west is worth 2 tons lead ore per fathom. All other points of operation have not depreciated in value, and hold quite as good as last reported. Surface work is being carried on energetically, and all the machinery is in good working order, and we have a fair supply of water for all purposes.

SOUTH DEVON UNITED.—W. Hooper, Oct. 27: In the lode in the 110, east of Brook engine-shaft, is at present a little disordered by patches of killas and quartz; however we consider this but temporary, as the 100 fm. level above this point was driven through a very good lode for many fathoms in length; it is now 4 ft. wide, with a value of 15*l.* per fathom. No. 1 stope, in the back of this level, the lode is 3 ft. wide, with a value of 6*l.* per fathom. In No. 2 ditto the lode is 3 to 4 ft. wide, with a value of 7*l.* per fathom. In No. 3 ditto the lode is 4 ft. wide, with a value of 10*l.* per fathom. In No. 4 ditto the lode is 5 ft. wide, with a value of 7*l.* per fathom. The lode in the 100, east of Brook engine-shaft, is without any particular change since last reported, still producing stones of mundic and copper ore, but at present not sufficient to value. The lode in the stope in the back of this level is 4 ft. wide, with a value of 7*l.* per fathom. The lode in the 90, east of Brook engine-shaft, is 5 ft. wide, a very promising lode, composed of quartz, mundic, and stones of copper ore. The lode in the stope in the back of this level is 3 ft. wide, with a value of 6*l.* per fathom. The lode in the 80, east of Brook engine-shaft, is 6 ft. wide; the men are still engaged driving obliquely across the end to find the south or hanging wall, where the part carrying is of a very promising appearance. In No. 1 stope, in the back of this level, the lode is 4 ft. wide, with a value of 10*l.* per fathom. In No. 2 stope the lone is 6 ft. wide, with a value of 10*l.* per fathom. The lode in the adit, west of old sump shaft, is of much the same appearance as for some time past.—Martin's shaft: The ground is a very favourable nature for sinking, and fair progress is being made. Our hauling, crushing, and jigging are being pushed on with all speed day and night, and are now working very satisfactory, and fair quantities of copper ore are being made towards our next sampling.

SOUTH PENSTRUTHAL.—S. Davey, Oct. 27: The engine-shaft is cleared of stuff, and cut down about 3 fms. below the 60. We find the shaft very small, indeed, and quite full, consequently our progress is not so good, but we hope to reach the bottom before the general meeting. In Flat Rod shaft the water is forked to the 90; the shaftmen are now engaged blasting down the end of the shaft to bring down skip-road, &c. The men are making good progress in driving the 30 cross-cut south to cut the tin lode.

SOUTH TOLCARNE.—T. Angove, S. Arthur, Oct. 26: In the engine-shaft, sinking below the 60, the lode is 5 ft. wide, worth 10*l.* per fathom. In the 60 end west the lode is 4 ft. wide, worth 10*l.* per fathom. In the 60 end east the lode is 3 ft. wide, thinly mixed with tin of no value for saving. In the 50 end east the lode has improved, and is worth 5*l.* per fathom. In the rise in back of 30 the lode is worth 4*l.* per fathom. No alteration in the stopes. We shall sample some tinstone to-morrow, and sell same on the 31st inst.

SOUTH WHEAL CREBOR.—J. Goldsworthy, Oct. 26: There is no change underground this week. The men are engaged at surface in preparing the necessary work for fixing the engine and pitwork. Fair progress is being made in the various departments.

TAMAR SILVER LEAD AND FLUOR-SPAR.—R. Goldsworthy, Oct. 27: The lode in the 57 south is 4 ft. wide, composed of congenial capel, fluor-spar, mundic, spathose, iron, and silver-lead; a fine looking lode, producing 3 tons of fluor-spar, and 4 cwt. of silver-lead per fm. There is no alteration in the 27 south to call for any special remark since last report. The clearing of the shallow adit completed; and driving towards the new shaft by six men is being pushed forward with all speed. The late heavy rains have greatly interfered with the sinking of the new shaft; but we hope to get down the required depth for the adit by the end of the coming week, when we purpose to put the men to drive and get communication to the adit as soon as possible.

TANKERVILLE GREAT CONSOLS.—Arthur Waters and Sons, Oct. 27; Tankerville: No. 1 North Lode: In the 220 west the lode for several days of late was split into divisions and became comparatively poor. To-day an improvement has taken place, the vein is more compact, and is now worth 25 cwts. per fm., with every prospect of further improvement shortly. The 220 east is in a lode 5 to 6 ft. wide, worth 15 cwts. per fathom. The three stopes in the back of this level, two east and one west of the cross-cut, are worth together 4 tons per fm. No change in the 206 cross-cut, towards said lode. In the 192 end west of cross-cut, on the above lode, the ore course is improving, now worth 20 cwts. per fm. The old lode in the 182, west of shale, is 18 in. wide, yielding good stones of lead ore. The 35 east of old shaft, on main lode, is to-day worth 20 cwts. per fathom. Other points without change for the last eight or ten days.—Pennerley: The 130 east of shaft, on Big Ore lode, shows a vein 4 ft. wide, composed of carbonate of lime, and good stones of lead ore. In the 120, east of same lode, the vein at present is twitched, yielding occasional stones of lead ore. The 120 west, on Warm Water lode, shows a branch of sparry orey stuff 6 in. wide, but not to value. The 80 east, on Big Ore lode, is worth 12 cwts. per fathom. The stope in this level is worth 15 cwts. per fathom. The stope in the bottom of the 80 west, on Warm Water lode, is worth 28 cwts. per fathom. The two stopes in the back of this level west are together worth 30 cwts. per fathom. The winze and stoye in the 70 west, on Big Ore lode, are together worth 24 cwts. per fathom. In the 70 east, on said lode, we have holed to the stopes worked by the old Bog Company over 40 years ago; lode worth 1½ ton of lead ore per fathom, the bottom and roof of the level being equally productive. Potter's Pit will be made secure to within 7 fms. of the Boat level by the end of this week.—Bog Mine: The shaftmen are fixing main rods and preparing to put in plunger-lift at the 100 fm. level. The wind-bore, H-piece, top door, pole-case, &c., have been sent down to said level in readiness, and no time will be lost in completing the link from this point to the 60. This having been done we shall then have to drop a bucket-lift 30 fms. below the 100 to get down to where the main rods were cut and to the next plunger-lift, which we hope to find in fair order. The 70 cross-cut north of shaft, towards side lode, is driven 5 fms. The boat level, going east of Bunting's shaft into the hill ground, on Middle Lode, is into a soft vein, 2 ft. wide, of very promising character indeed. This being the pioneer end of the mine we are watching it with a good deal of interest, and should not be surprised if a discovery was made there any day. Tribute department as for some time past.

TAVISTOCK GREAT CONSOLS.—H. Treganowan, Oct. 26: The men are still engaged in cutting across the lode; they have cut into it about 6 ft., but have not yet reached the footwall. This part of the lode is composed of killas, quartz, peach, mundic, and spots of copper ore.

TEMPLE.—Oct. 27: The progress made in driving the No. 2 level on the Temple lode is very slow in consequence of the excessive hardness of the ground. The lode is now taking a more northerly direction, and will probably come into contact with the first lode discovered in the cross-cut sooner than was anticipated, the latter bearing rapidly to the south. The appearance of the lode in the present end is favourable, but the quantity of lead produced is too small to value. The machinery is in good working order.

TREVINCE CONSOLS.—John Mayne, Oct. 26: The engine-shaft has been sunk about 15 fms. from the surface, at which depth a level has been driven north and south from the shaft, and in the former a lode has been cut, which is from 4 ft. to 5 ft. wide, and worth 12*l.* per fathom. About 60 fms. further west another shaft has been sunk about 5 fms., which discovered a lode, worth 15*l.* per fathom.—Middle Shaft: This shaft is sunk about 10 fms. on the course of the lode, which is about 6 ft. wide, composed of mundic, copper, gossan, &c., and improving. We have also extended east and west on the course of this lode, and find it to be precisely the same in character as the lode in the shaft. In sinking this shaft about 10 fms. another lode to the south will be intersected, which produces mundic, copper, gossan, &c., and no doubt when the junction of the two lodes is met with but that a large course of copper ore will be discovered.—New Shaft: This shaft is down about 14 fms. from surface. In the 10 fm. level there is a lode producing 6 tons of copper, mundic, &c., per fathom. In the cross-cutting about 5 fms. north from this shaft one of Wheal Moor lodes has been cut, which is worth about 15*l.* per fathom for tin, copper, mundic, &c. The men are at present engaged in sinking a shaft and driving a cross-cut to cut a lode which was worked a few fathoms from surface very remuneratively by old workers, and judging from the gossan, I am of opinion that we are close to the lode. Should we find it so productive as the "Old Workers," it will be a valuable discovery sufficient of itself to make the mine a great prize.—General Remarks: In taking a review of the mine—its prospects, situation, and explorations—I have much pleasure in saying, for the depth attained, in addition to the ground already open in Wheal Moor, where thousands upon thousands of pounds worth of copper, tin, and mundic have been raised, and where an immense quantity of most valuable ground is laid open that can be taken away at a low tribute, in the whole of my experience, extending over 45 years, I have never yet seen such rich lodes so near the surface and improve as depth is attained, showing most conclusively that we have a most valuable property only requiring a little further depth, which can be carried out by the introduction of efficient machinery to realise one of the best mines that this celebrated mining parish ever produced. I am also strengthened in my belief as to the value of the mine, knowing that the lodes are parallel with and a continuation of lodes that have produced millions sterling.

VAN CONSOLS AND GLYN.—James Roach, Oct. 26: The 70, west of Murray's shaft, still contains stones of blende and cubes of lead. This is now nearly under the eastern stope in the level above; therefore we should look forward to the discovery of lead in paying quantities directly. The 60, west of Murray's, is in promising ground, with lead suffused throughout. The winze sinking under the 60 is 7½ fms. deep, where it has struck the footwall of the lode, and where we have a little lead and blende. The most productive part has passed into the lode standing south of the winze, which we shall cross-cut as soon as we have communicated with the 70. The stope above the 60 west, on south part of lode, has improved for lead; and where now wrought is producing 15 cwt. of lead per fathom in soft ground. All other stopes are without alteration since my last advice. The 50, west of Gundry's, is in a fine-looking lode, consisting of lime, spar, and blende, which bears every indication of being near a valuable deposit of lead. This drivage is now actively carried forward by six men. Surface work, dressing, &c., going on in the usual way. We have now 30 tons of lead delivered at Llanidloes, which will enable us to sample at an early date.

WALKHAM UNITED.—W. Phillips, Oct. 26: We find by dialling the ground that the rise in the back of the 20 has to be continued in order to effect a communication to the winze. We are driving east from the winze just under the adit level in order to leave an arch for the support of the level and to lay open ground for stoping. This stope will be in the run of ore ground, and at this point the lode looks well. In the adit east the lode is being taken down, and is so far looking very promising; when fully taken down I believe it will be over 5 ft. wide and will yield good work for the stamps. The stope in the back of the adit level is still looking well. We are getting on well with stamping, dressing, and burning, and by assay find already over a ton of tin is got through the calciner, and in the course of a day or so I shall be able to speak more particularly on these matters as everything is now getting into good working order.

WEST CARADON.—N. Richards, Oct. 26: The ground in the 38, west of main cross-course, on Gilpin's lode, is still hard, but we have a branch of spar coming in the end spotted with yellow copper ore, which I like to see; but this level is not driven far enough as yet to reach the shoots of ore seen in the level above. The lode in the adit level has improved in appearance, now producing some rich stones of yellow copper ore. There is no other change to notice in any other part of the mine since last week's report.

WEST CREBOR.—J. Andrews, Oct. 26: The shaftmen are making good progress in cutting the plat east of shaft at the 30, and I hope will be completed in a week from this time, when we shall commence to put down main rods in the shaft and fix plunger-lift at that level. There is no change in the 30 west since last reported on.

WEST DEVON GREAT CONSOLS.—George Rowe, Oct. 26: All our work in building the engine-house, &c., is progressing as fast as possible in this wet and stormy weather, and some portion of the engine is on the mine, particularly the heavy parts, and I hope to have all the engine taken down by the end of this week, after which it will be removed to the mine for erection as soon as possible.

WEST GODOLPHIN.—T. Hodge, F. Hodge, Oct. 27: The 70 east on the caunter is worth 6*l.* per fathom.—Wilson's Lode: The 70 east is in a strong kindly lode, producing stamping work. The 80 east is in a wide lode, producing much mundic and saving work for tin. No other changes. We shall start the new 16 heads of stamps for good next week.

WEST HOLWAY.—R. Rowlands, Oct. 27: New Shaft: In the 125 west the lode is from 5 to 6 ft. wide, chiefly composed of spar, containing a good mixture of ore—a splendid looking lode. In the 110 west the ground continues hard at present, but the lode maintains its size and character. In the 95 west the lode is composed of fine congenial sper, with a leader of ore on the hanging wall. I expect daily to meet the run of ore from the 80. In the 80 west No. 1 rise is worth about 25 cwts. per fathom. I have placed men to rise in the roof the 80 west, between No. 1 and the shaft, in a splendid lode, and I am expecting daily to cut into good ore at this point.—Ram Shaft: The ground in the cross-cut is without change. We sell to-morrow a good parcel of lead ore.

WEST KITTY.—William Vivian, Oct. 27: In the 80 driving east the lode is about 2 ft. wide, producing good stones of tin, but not to value. In the 72 driving east the lode is worth 20*l.* per fm. In the 72 driving west the lode is 3 ft. wide, producing a little tin, but not to value. In the rise in the back of the 72 the lode is worth 7*l.* per fm. In the 60 driving east the lode is worth 30*l.* per fathom. In the 50, driving west of rise, the lode is worth 12*l.* per fathom. In the cross-cut, driving south of engine-shaft, 20 fms. has been driven, at 10*l.* per fathom. I now purpose to let 10 fms. more at the same price; I consider that this 10 fms. will intersect the lode.

WEST PATELEY BRIDGE.—David Williams, Oct. 27: In the 56 north-west the end, which has followed us in the roof of our level for the last 100 fms. nearly horizontal, is now dipping rapidly downwards, and will soon get below the sole of our level; whether the change it owing to a cross vein in advanced will be soon proved. At any rate, we shall have another section of ground to drive in, which I hope will prove richer than the one below. We are pushing forward with energy the cross-cut north from the 20, east of No. 2 shaft.

WEST POLBREEN.—Wm. Vivian, Oct. 27: In the cross-cut driving north of Wheal Mary shaft our progress has been rather slow during the past fortnight, as we are now driving through a large elvan course. As this change in the ground is near the lode, I am hoping it will have a good effect, and another rich deposit of tin will be found, as this district has been famous for ages past.

WEST WHEAL TOLGUS.—John Gilbert, Oct. 27: Richard's Shaft: The lode in the 105, driving west of shaft, is 4 ft. wide, composed of spar, mundic, and blende, and good stones of copper ore. In the 95, west of shaft, the lode is 3 ft. wide, yielding good stones of mundic and copper ore, and letting out an increased quantity of water, and looking promising to improve. The lode in the 85, west of shaft, is 3½ ft. wide, composed of spar, peach, mundic, and some saving work for copper ore—a very kindly lode. The tribute pitches in the bottom of the 55, west of shast, are looking a little better than when last reported. There is no change in any other part of the mine.

WHEAL BOYS.—W. T. White, Oct. 26: We are getting on very satisfactorily with the clearing of the levels and shafts, which we hope to comple to the 50 in the course of two or three weeks. We shall then commence to drive the 50 west on the copper lode, which lode will yield in present end about 1½ ton of good ore per fathom. We are not yet in fork to the 60, but hope soon to be. The mine, as far as we have seen, is quite up to our expectation, and we have every reason for stating we believe we shall have a good mine in the future.

WHEAL CREBOR.—George Rowe, Henry Phillips, Oct. 25: The part of the lode carried in the new shaft sinking below the 120 is 2 ft. wide, producing fine stones of ore. The lode in the 120 east is showing a very kindly appearance, worth 10*l.* per fathom. The lode in the 108 east is without change since last reported, The ground in the new cross-cut driving north at the 108, east of Cock's engine-shaft, is of good description for minerals. The lode in the new rise in the back of the 108 east is producing very strong mundic with good stones of ore. The lode in the No. 1 stope in the back of the 108, east of the new shaft, is worth 35*l.* per fathom. The lode in the No. 2 stope in the back of the 108, east of rise, is worth 50*l.* per fathom. The lode in the No. 3 stope east is worth 30*l.* per fathom. The lode in the rise above the 95 is looking well, and worth 15*l.* per fathom.

WHEAL FORTUNE.—Wm. Knott, Oct. 25: The lode in the rise in the back the 44, west of engine-shaft, is 1 ft. wide, composed of quartz, prian, and carbonate of iron, with occasional spots of silver-lead. The lode in the end of the 40, west of north cross-cut, is 4 ft. wide, composed of quartz and killas, interspersed with mundic and copper. On Saturday we discovered a branch of carbonate of iron on the footwall 1 in. thick, with good spots of silver-lead. This is a new feature in this end, which is becoming more congenial for silver. In consequence of the breakage of a driving wheel in our engine the underground work at Bennet's shaft has been impeded during the past week, but the repairs having been completed work in the 30 has been resumed.

WHEAL JANE.—James Reed, Oct. 27: Setting Report: Our setting on Saturday last (Oct. 22) was as follows—The Great Flat Lode: The 60 cross-cut to drive north, by six men, to carry the level 9 ft. wide and 6 ft. high, at 13*l.* per fathom: worth for tin 18*l.* per fathom. A stope in the back of the 60, to six men, at 9*l.* per cubic fathom; worth for tin 19*l.* per fathom. A stope in the back of the 60, to six men, at 9*l.* per fathom; worth for tin 20*l.* per fathom. A stope in the back of the 50, to six men, at 9*l.* per cubic fathom; worth for tin 14*l.* per fathom. Eight tribute pitches, seven in the back of the deep adit and one in the back of 30, in all 40 men, at an average tribute of 11s. 3d. in the 1*l.* Standard, 52*l.* 10s. for black tin.—Ready Money Lode: The stope in the back of the deep adit east from Gilbert's shaft, to eight men, at 3*l.* per fathom; worth for tin 9*l.* per fathmo. To drive west from No. 1 cross cut deep adit, by four men, at 5*l.* 5s. per fathom; worth for tin 8*l.* per fathom. To drive west from No. 1 cross-cut, shallow level, by six men, at 5*l.* 15s. per fathom; worth for tin 10*l.* per fathom. To stope the back of the shallow level east from rise, by six men, at 3*l.* per fathom; worth for tin 9*l.* 10s. per fathom. To stope the back of the shallow adit west from rise, by four men, at 3*l.* per fathom; worth for tin 9*l.* per fathom. The 16 fm. level cross-cut south from Gilbert's shaft, to drive by four men, at 10*l.* per fathom; worth for tin 12*l.* per fathom. The footwall of the lode not yet cut. Some very rich tinstone is being broken from the 60 cross-cut north, some specimens of which I have forwarded to the London office, 32, Queen Victoria-street, for the inspection of the London shareholders. Our returns of tin are gradually increasing, and it is by results in this direction that we are desirous for the shareholders and the public to form their opinion of the merits of the mine.

WHEAL JEWELL.—Joseph Tregoning, Oct. 22: Setting Report: The 70 to drive east of engine-shaft on north side of the lode, by six men, at 7*l.* 15s. per fathom. The 60, east of cross-course to drive, by four men and one boy, at 2*l.* 15s. per fathom; lode large, and producing a little ore, not to value. A stope in the back of this level, by two men and two boys, at 25s. per fathom; producing 2 tons of copper ore per fathom. The 50 east of cross-course to drive, by four men and two boys, at 2*l.* 15s. per fathom; unproductive at present, but within a short distance of the end we have passed through a bunch of grey and yellow ore over 10 fms. in length, yielding from 2 to 3 tons per fathom. A stope in the back of this level near the cross-course, by two men and one boy, at 25s. per fm.; producing 1½ ton of copper ore per fathom. The 40 to drive east of cross-course, by four men and two boys, at 3*l.* per fathom; producing 1½ ton of ore per fm.; hence we have to drive 4½ fms. to be in a position to rise against the new shaft. Two stopes in the back of this level near the cross-course, by six men and three boys, at 25s. per fathom; worth from 1 to 3 tons of copper ore per fathom.—The New Shaft: In sinking this shaft, I regret to say we have met with a large elvan course and much water; therefore, to avoid the great expense that would accrue in sinking, arrangements are being made to effect the communication by rising against it from the 40. On Tuesday last, the 18th inst., we sampled 122 tons of copper ore.

WHEAL PEEVOR.—W. T. White, T. C. King, Oct. 26: The engine-shaft to sink below the 90 fm. level by 12 men; shaft is down 7½ fms. below the 90, and the men are making fair progress in sinking, although hindered the most of last week through the stopping of the engine and for repairing a slight breakage; they sunk during the last four weeks 8 ft. The 90 fm. level to drive west, on north part of lode, at 7*l.* per fathom; lode worth 15*l.* per fathom. Do. to rise in back this level, on same lode, at 7*l.* per fathom; lode worth 12*l.* per fathom. We shall force on this rise with all speed in order to effect communication with the 30 as quickly as possible; this will then give us good ventilation, and open up a fine run of stoping ground. The 90 fm. level, to drive east of shaft, at 9*l.* 5s. per fathom; lode worth 5*l.* per fathom. The 80 fm. level to drive west at 6*l.* 10s. per fathom; lode worth 9*l.* per fathom. We hope soon to have an improvement in this end. The 80 fm. level to drive west, on middle lode, at 5*l.* 5s. per fathom; lode worth 15*l.* per fathom. Rise in back this level, on same lode, at 5*l.* per fathom; lode worth 12*l.* per fathom. Rise in back 80 fm. level, east of shaft, at 5*l.* 5s. per fathom; lode worth 10*l.* per fathom. Cross-cut to drive north at the 80 fm. level, to intersect the middle and other lodes, at 5*l.* 5s. per fathom. The 90 fm. level, to drive east on middle lode, at 5*l.* 15s. per fathom; lode worth 10*l.* per fathom. Winze to sink in bostom 70 fm. level west, on middle lode, at 5*l.* 15s. per fathom; lode worth 11*l.* per fathom. Cross-cut to drive north at the 60 fm. level west at 6*l.* 6s. per fathom. Cross-cut to drive south at the 60 fm. level west at 6*l.* 10s. per fathom. The 60 fm. level to drive east of Nicholl's cross-course at 5*l.* 10s. per fathom; lode worth 8*l.* per fathom. We also set six stopes at tutwork at an average price of 3*l.* 3s. per fathom; lode worth in each about 10*l.* per fathom: 21 tribute pitchers were also set at tributes from 6s. to 12s. in 1*l.*

WHEAL PRUSSIA AND CARDREW.—J. Pryor, Oct. 27: Prussia Lode: We have completed the skip-road to the 15, under adit; the men are engaged putting in penthouse, &c., preparatory to sinking the shaft. This we hope to resume in a few days. We have effected the communication in the 40 rise with the level above, and again resumed the driving of the 40 east. All other points of operation on this lode are looking just the same as last reported.—Cardrew: We are making satisfactory progress in cutting down the shaft, also in cutting ground for bearers, cistern, &c., in the 50, and hope to be able to put in the bearers in a few days, after which we shall rear up the standing lift, and make the necessary preparations for dropping again. The men are making very good progress in driving the cross-cut north of Lanyon's engine-shaft, in the 30, and it is extended 6 fms.; here we have just cut a lode, and cut into the same about 2 ft., but not yet through it; as far as seen it is a very kindly looking lode. We shall be able to speak more fully of it in our next report. This cross-cut is an important feature, and is urged on with all speed, as the lodes that may be cut in the same will be in entirely whole ground throughaut our sett.

YEOLAND CONSOLS.—Joel Manley, Oct. 27: We are still making good progress in the deep adit. The lode has a most promising appearance, and yields good quality tinstuff, which is fast accumulating for the stamps.

THE PENHALE AND BARTON UNITED MINES.—The manager reports by telegram that he has cut the rich Barton lode, adjoining the great elvan-course, which becomes richer every inch advanced. The assay of a sample shows 1½ cwts. of tin to the ton of tinstone. He has a first parcel of 2 tons of tin now ready for market.

Messrs. FRY, JAMES, and Co.—A satisfactory condition has prevailed throughout our market since our last. Copper shows an advance of 10s. a ton on price of Chilian and on most other kinds of nearly the same extent, and a good deal was bought in the first fortnight of this month both for present and forward delivery. In the last week there has been less doing, and prices have receded about 5s. per ton.—IRON: Manufactured is steady at late improvement, but Scotch pig is lower by 2s. 3d. to 2s. 6d per ton.—TIN rallied rather promptly from the passing depression of a fortnight ago, and has held an uninterrupted course of gradual strengthening in prices, with considerable daily business, up to 93*l.* 5s. cash paid for fine foreign.—LEAD has become quieter, and is 2s. 6d. to 5s. a ton lower in price.—Spelter is steady at late advance, with moderate business doing.—TIN PLATES are again rather dearer in moderate request.

ONTARIO SILVER.—The 72nd monthly dividend of 50 c (2s.) per share has been declared for September.

The Mining Market: Prices of Metals, Ores, &c

METAL MARKET—LONDON, OCT. 28, 1881.

IRON.	£ s. d.	£ s. d.
Pig, 3MB, f.o.b., Clyde	2 9 9-	2 9 11
,, Scotch, all No. 1	2 11 0-	2 11 6
Bars, Welsh, f.o.b. Wales	5 10 0-	—
,, ,, in London	6 0 0-	—
,, Stafford., ,,	7 0 0-	7 5 0
,, in Tyne or Tees	5 12 6-	5 17 6
,, Swedish, London	9 17 6-10	0 0
Rails Welsh, at works	5 10 0-	5 12 6
Sheets, Staff., in London	8 10 0-	—
Plates, ship, in London	7 10 0-	7 15 0
Hoops, Staff.,	7 10 0-	8 0 0
Nail rods, Staff., in Lon.	6 15 0-	7 5 0
STEEL.		
English, spring	12 0 0-18	0 0
,, cast	30 0 0-45	0 0
Swedish, keg	15 0 0-	—
,, fag. ham.	15 10 0-	—
LEAD.		
English, pig, common	15 0 0-	—
,, ,, L.B.	15 10 0-	—
,, ,, W.B.	15 10 0-15	15 0
,, sheet and bar	15 17 6-16	0 0
,, pipe	16 7 6-16	10 0
,, red	16 15 0-	—
,, white	21 0 0-23	0 0
,, patent shot	17 17 6-18	0 0
Spanish	14 15 0-14	17 6
NICKEL.		
Metal, per cwt.	15 0 0-16	0 0
Ore, 10 per cent. per ton	20 0 0-25	0 0
QUICKSILVER.		
Flasks, 75 lbs., war.	7 0 0-	—
SPELTER.		
Silesian	17 5 0-17	10 0
English, Swansea	17 0 0-	—
Sheet zinc	21 5 0-21	15 0

TIN.	£ s. d.	£ s. d
English, ingot, f.o.b.	104 0 0-	—
,, bars ,,	105 0 0-	—
,, refined	106 0 0-	—
Australian	97 0 0-	97 10 0
Banca nom.	99 0 0-	—
Straits	97 0 0-	97 10 0
COPPER.		
Tough cake and ingot.	67 0 0-	68 0 0
Best selected	69 0 0-	70 0 0
Sheets and sheathing.	76 0 0-	77 0 0
Flat Bottoms	79 0 0-	80 0 0
Wallaroo nom.	69 0 0-	70 0 0
Burra, or P.C.C.	68 10 0-	—
Other brands	65 0 0-	66 0 0
Chili bars, g.o.b.	62 15 0-	63 0 0
PHOSPHOR BRONZE.		
Alloys I., II., III., and IV.	£120 0 0	
,, VI. and VII.	135 0 0	
,, XI., Spl. bearing metal	112 0 0	
BRASS.		
Wire	7d.-	—
Tubes	9½-	—
Sheets	9¼-	—
Yel. met. sheath. & sheets	6⅜d.-6½	
TIN-PLATES.*	per box.	
Charcoal, 1st quality	1 2 0-	1 4 0
,, 2nd quality	0 19 0-	1 0 0
Coke, 1st quality	0 18 0-	0 19 0
,, 2nd quality	0 17 0-	0 17 6
Black per ton	15 10 0-	—
Canada, Staff. or Gla. at Liverpool	12 0 0-	—
Black Taggers, 450 of 14 × 10	30 0 0-	—

* At the works, 1s. to 1s. 6d. per box less for ordinary; 10s. per ton less for Canada; IX 6s. per box more than IC quoted above, and add 6s. for each X. Terne-plates 2s. per box below tin-plates of similar brands.

REMARKS.—Business this week, although fairly good, has scarcely been so animate as of late. For a while that spirit of speculation which has given so much life to our markets has in a measure been checked. There has been a greater desire to secure profits, and, perhaps, to some extent even to "bear" the markets, in anticipation of slightly reduced rates, owing to recent heavy purchases on the part of consumers and shippers creating the idea that buyers' wants may probably for the time being have been satisfied. However, there is not much selling business doing in this manner, because of the apparent great risk which is run thereby. Where speculation is most ripe there we find statistics good and improving, the deliveries maintained on a fairly large scale, and the supplies kept within the wants of the trade, while, in addition to this, favourable circumstances abound, whereby the markets are satisfactorily affected. On the other hand, seemingly the only adverse feature which just now is influencing our markets is the uncertainty of the immediate future value of money, and should the money scare blow over there seems literally nothing to depress the markets or to in any way retard the upward progress of prices; and here, perhaps, it may be well to quote a remark made by one of the leading contemporaries this week, which states: "The supply of money in the market, notwithstanding the low cash reserve shown by the last Bank return, is fully adequate to meet current demands." Therefore, at the present time there does not appear much cause for anxiety, and it is a matter for operators themselves to decide as to what precautionary measures should be taken to meet any difficulties which might arise through an advance in the value of money.

But leaving this subject, for there is nothing certain yet as to what effect it will ultimately produce in our markets, and treating merely with present facts, which must inevitably have their influence, it is a good sign to see that nearly every feature in the various markets indicate the continuance of a good demand for metals. As already hinted it may be the impression in some quarters that the recent increased business must have satisfied buyers' current requirements, but this is not the sole question that has to be solved. What will be the future wants of the trade is a question of far more importance, and in answer to this there appears to be but one general opinion. At the moment the various works, whether they be situated in the producing centres of Scotland or the North of England, in the manufacturing neighbourhood of Staffordshire or the busy shipping ports of Wales, they are all unanimous in their reports of being well off for work, while in many cases they are said to hold enough orders to keep their mills briskly engaged for some months to come. This signifies that buyers at least anticipated their immediate future wants to be large, otherwise they would not have placed such extensive orders for forward delivery. Sellers too are evidently of the same sanguine opinion, which is proved by the heavy supplies of some metals, and however much the policy of maintaining the production in excess of consumption is to be condemned, yet by its continuance it would appear an almost indisputable evidence that sellers look for a large and good market for their produce at some not far distant date.

COPPER.—This market at the early part of the week was a little unsteady, while a fair business, taken on the whole, was being transacted, and during the last day or so a recovery in prices has been effected. The tone of the market continues good, and there is considerable strength given to prices by the good deliveries. This is one of the favourable features in the markets, and what is even still more satisfactory to note is the fact that they are in excess of the supplies, which is proved by the last few statistics. Not unfrequently statistics are what operators base their purchases or sales upon, and it is not a little remarkable that since statistics have for so long been particularly favourable speculators have not made their purchases with greater freedom. It may possibly be argued that to continue to buy at the present advanced rates would incur too much risk to make it worth the while of buyers to enter into fresh contracts, but yet, notwithstanding that this should not be overlooked, and is a feature which would have made it risky to purchase had statistics as well not improved, yet since there is such a sensible reduction been effected in the total public stocks during the last few months, and only a moderate rise made in prices, it may fairly be regarded that the advance has not been more than is warranted by the existing circumstances in connection with the trade. Of course, upon each rise, be it ever so small, there will be fresh holders who are willing to rid themselves of their stocks, and this necessarily checks prices from advancing too rapidly, and thus an opportunity is given to consumers to continue making purchases upon favourable terms, and it is well, perhaps, here to note that they do not hesitate to avail themselves of the advantage which is thereby afforded, as is clearly proved by the good deliveries. In manufactured the works are still said to be well off for orders, but fresh enquires have this week not been very numerous.

IRON.—This market is void of any particular change. The price of pigs has fluctuated more or less, but the result of these fluctuations has only been to leave prices much about the same as they were a week ago. The market at times has been rather depressed, owing to an absence of speculative business, but there does not appear to have been any falling off in the regular demand, and reports show good shipments, comparing well with the corresponding period of last year. With reference to the shipments, there is still, as we have before shown, a great deficiency to be made up with those for last year, and it seems rather questionable unless present shipments very much increase, even upon their present improved scale, if in future the comparisons will be satisfactory with those of even 1879, for there is now only a difference of about 2000 tons between this and that year, which difference it would appear somewhat improbable to maintain much longer unless a good increase be made in the exports of this year owing to the augmented shipments of the latter end of 1879. However, it is not in the shipments, providing, of course, that they are maintained upon the present average, that any anxiety need exist they are now fairly good, as the following returns from Glasgow will show; but that which depresses the market in a stronger degree, and is likely to cause prices to recede, is the heavy public stock which is in Scotland, and notwithstanding the reduced make, it continues to increase by thousands of tons per week. The curtailed supply in the Cleveland districts, however, appears to be working well, and since the supplies have been reduced, there has from week to week been reported a slow but steady decrease in the public stocks.

This is evidently a good feature, and must ultimately prove, if continued, a great benefit to holders who have stocks of iron in the Middlesborough stores, and must also to some extent bear its influence upon the Scotch market. The Glasgow warrant market opened this week with a somewhat depressed tone, and only a limited business was done at the early part of Monday, at prices ranging from 49s. 9d. to 49s. 3d., from which point a smart rally was effected, and the price recovered in the course of the day to 49s. 10½d. On Tuesday the market was firm, and a very fair business was transacted, at prices ranging from 49s. 9½d. to 50s. 6d. cash, closing with sellers at the latter figure, and buyers offering 1d. less; and on Wednesday a still better tone prevailed, the official quotation being 50s. 7½d. Yesterday the market was for the most part steady at 50s., but improved at the close to 50s. 3d., 50s. 4d., and to-day the market has again been easy, and closes at 49s. 9d. to 49s. 11d. cash. The foreign and coastwise shipments last week were 12,451 tons, against 9905 tons for the same week of last year, or an increase of 2546 tons, and which now makes the total shipments for the whole of this year 474,112 tons, against 571,797 tons for the same time of 1880, and 473,038 tons in 1879. The number of furnaces in blast remains at 105, and the total stock now in Messrs. Connal and Co.'s stores amounts to 605,091 tons, against 600,457 tons last week, or an increase of 4634 tons. The imports of Middlesborough pig-iron into Grangemouth last week were 3930 tons, against 10,258 tons for the same week of last year, being a decrease of 6328 tons, and which leaves a total increase for the whole of this year compared with last of 36,201 tons. The Cleveland market is reported quiet, and prices perceptibly lower. The general quotation for No. 3 is 41s. to 41s. 3d., and for No. 4, 40s. to 40s. 3d., buyers offering only the lower price, at which there has been business done. The fall in price may be attributed to the reduced rates upon the Scotch market at the early part of the week, as also to the limited shipments, those last week being under 12,000 tons. For warrants the demand is quiet, the general quotation being 41s. for No. 3. The stock in public stores is said to have diminished by 442 tons, and now amounts to 181,240 tons.

There is still a steady demand for manufactured, plates offering at 6*l.* 10s., and bars and angles at 6*l.* per ton. Upon the Wolverhampton market the demand is said to have assumed a quieter aspect, but prices nearly all round are still well sustained, sellers generally being firm. In sheets there is a fair business doing, at 8*l.* to 8*l.* 10s. for singles, and an active enquiry exists for common bars at 6*l.* 10s. to 6*l.* 15s. Hoops sell from 7*l.* to 7*l.* 10s., and pigs continue very strong at former rates. Upon the Birmingham market there is not so much business doing, buyers having for the time being satisfied their wants. Nevertheless, sellers are still very strong in their quotations, having plenty of work in hand for their various mills. In pigs, however, owing to a somewhat curtailed supply, and the continuance of a good demand, prices are quoted rather higher, and the present figure asked for Northampton qualities is 52s. 6d., Derbyshire being quoted at 55s., and common Staffordshire at 45s. The Sheffield trade is still said to be characterised by firmness; and, in spite of the advanced prices of the past few weeks, orders continue to come forward freely. There is a good demand for all classes of merchant iron, while business in general railway material keeps brisk. From Wales there is nothing fresh to have to report, a moderate demand existing for rails, chiefly for America, other descriptions being also in fair request, while prices remain unchanged. Advices from New York of the 24th inst. report a good business in all descriptions, while prices display an upward tendency. No. 1 Gartsherrie and Glengarnock both rule at 825. Coltness is quoted at 826·50; Eglington at 823·50. Scrap continues to be quoted at 828·50, but old rails have advanced 10s., and are now offered at 830. Hematite pigs rule at 825, while Cleveland pigs show a rise of 4s., and are now quoted at 821.

TIN.—This market has been rather unsteady, and business has been done at various prices; but, on the whole, the market may be said to have assumed a somewhat easier tendency. Many operators may be rather reluctant to pay the present enhanced prices, and this not without reasonable cause; for leaving entirely out of the question whether the state of the market justifies the rise or not, yet there is also the fact that prices have advanced to their present figure almost without any reaction for several weeks past, which would necessarily fail to make a slight fall now a matter of any surprise. The chief point, however, which is likely to influence future prices, and to which attention should be given, is to discover whether the recent large business has resulted in leaving the stocks in the hands of only a selected few strong holders, or whether the tin has become circulated in numerous hands and may be thrown upon the market at any time. But yet, be this as it may, it is worthy of note that the high prices have not prevented consumers continuing to make large purchases, which is easily testified by the large deliveries as given in several of the last statistics. Business for legitimate account is unquestionably good; and as consumers do not for the most part lay up private stocks, while also many of the tin-plate works are said to hold sufficient orders to keep their works going for a long time hence, it does seem probable that the consumptive demand for tin will continue good for some time to come.

SPELTER.—A large demand exists for this article at advancing prices. Stocks have been worked off everywhere, and consumption for some time past has exceeded production. Should this continue much higher prices must rule. The quotation to-day is 17*l.* 5s. to 17*l.* 10s. for ordinaries.

LEAD.—There is but a very moderate business doing in this metal, and prices on the whole have tended in buyers' favour. It has yet to be seen whether the slightly reduced rates will be sufficient to stimulate business, or whether still further concessions will be necessary to create a revival in the demand.

STEEL.—This market is in all respects without alteration. Prices show no change, and the demand appears to be fully sustained, most of the works being reported very briskly occupied with the orders in hand.

TIN-PLATES.—A steady business is doing, and as enquiries keep fairly numerous sellers are, perhaps, a shade stiffer in their quotations, although on the whole there appears little difficulty in placing orders at previous rates.

QUICKSILVER.—The importers of Spanish hold firmly for 7*l.*, whilst numerous sales from second hands have been made at 6*l.* 15s. The export enquiry continues good.

The MINING SHARE MARKET has been more than usually dull this week, and the dealers chiefly occupied on the settlement of the fortnightly account. Large speculative purchases, particularly of tin shares, were made in anticipation of the rise in the price of tin; and now at each settlement the markets are affected and prices droop, either on pressed sales or on "making up" differences.

TIN.—There has been no advance in the standards for ore since September, and the business doing in shares has been very fluctuating and uncertain. For the most part prices are nominal. Blue Hills, 2¼ to 3; Cook's Kitchen, 24 to 25; Carn Brea, 27½ to 28½. Dolcoaths have fluctuated and leave off 86 to 88. East Lovel, 2¼ to 2¾. East Pool have declined, not, we understand, from any falling off in the mine, but from a very large number of shares having been sold at the advanced price—they leave off 42 to 43; Killifreth, 1⅝ to 1¾; Mount Carbis, 2¾ to 3¼; North Penstruthal, 15s. to 20s. Polrose, ⅝ to ¾; the report here looks more promising.

South Condurrow, 10 to 11; South Crofty, 10 to 10½; South Frances, 16 to 17; Tincroft, 18½ to 19½; West Basset, 12 to 13; West Godolphin, 1⅞ to 2; West Frances, 18 to 19; New Kitty, 1⅞ to 2⅛; West Kitty, 8¾ to 9¼; West Peevor, 13 to 14; West Phœnix, 1¼ to 1⅜; Wheal Agar, 14 to 14½; Wheal Basset, 5 to 5½; Wheal Grenville, 11½ to 12; Wheal Jane, 1⅛ to 1⅜; Wheal Jewell, ½ to ¾; Wheal Kitty (St. Agnes), 1½ to 2; Wheal Peevor have been unsaleable, and leave off 12 to 13; Wheal Uny, 3¼ to 3¾; East Blue Hills, 10s. to 15s.; North Busy—at the meeting a call of 5s. per share was made Wheal Sisters—at the meeting the accounts showed a loss on five months working of 906*l.*, and debit balance of 1838*l.*; 36 shares were relinquished, and a call of 5s. per share made. The tin sold, 134 tons, realised 7366*l.*, or about 54*l.* 10s. a ton. Goodevere, 1⅛ to 1¼; Drake Walls, ⅝ to ¾; Kit Hill, ⅝ to ¾; Devon United, ¾ to 1¼.

COPPER has advanced, and is likely to rise still more, but there is not much business doing in copper shares, and prices are nominal. Bedford United, 1⅛ to 1¼; Carnarvon Copper, ⅜ to ½; Devon Great Consols, 7⅞ to 8¼; South Devon United, 1⅛ to 1¼; East Caradon, 1¼ to 1⅜; Gawton, ¾ to 1; Gunnislake (Clitters), 3 to 3½; Mellanear, 4 to 4½; Marke Valley, 1⅛ to 1¼; Morfa Du, ⅜ to ½; the sale of copper ore (70 tons) realised 124*l.* 5s. Mona Consols, 1 to 1¼; New Cook's Kitchen, 5¾ to 6; New West Caradon, 9s. to 11s.; Prince of Wales, ⅜ to ¾; this mine samples 72 tons of good copper ores next week. South Caradon, 50 to 55; West Caradon, ¾ to 1; West Crebor, 7s. to 9s.; West Seton, 14 to 16; Wheal Crebor, 3 to 3½. West Tolgus shares have improved to 15, 20; the 105 end is expected to be nearing a shoot of ore.

Devon Friendship, 1 to 1¼; the large pumping-wheel was set to work last Saturday, and the water is already down 12 fms. under adit, and the 30 is likely to be reached within a fortnight. The adit end is worth 6 tons of arsenical mundic per fathom, one stope 10 tons, and three others 3 tons. The quantity of tin sold this week was 4 tons, at 56*l.* 10s. per ton Sortridge, 1 to 1¼; South Penstruthal, ¼ to ½; South Crebor, ⅝ to ¾. Parys Copper, ⅜ to ½; the sale of ore this week realised 940*l.* 10s.; 60 tons of copper precipitate brought 8*l.* 15s. per ton; 60 tons of ore, 2*l.* 18s. 6d.; and 160 tons, 1*l.* 10s. per ton.

LEAD mines have been very quiet, and quotations are merely nominal. Van, 9 to 10; the 120 west continues to improve, and is worth 2 tons of lead ore per fathom. Great Laxey are quoted lower at 17⅛ to 18½. Roman Gravels, 12 to 13; the ore sold—150 tons—realised 1465*l.* Tankerville Consols, 9s. to 10s.; at Pennerley the lode looks well, and is productive at several places, and at Bog a discovery is looked for. Denbighshire, 2 to 2½; Derwent, ½ to 1, East Craven Moor, ⅝ to ¾; East Chiverton, 1⅜ to 2½; Glenroy, ⅜ to ½; South Darren, 1½ to 1⅝; the 120 east is worth 1⅝ to 2 tons of rich silver-lead ore per fathom. The 120 west is improving, getting under the rich ore ground above, and the 110 west is worth 2 tons. East Roman Gravels, 17s. 6d. to 20s.; the 109 north is worth from 3 to 4 tons of lead ore per fathom, the 97 south 1½ ton; the sampligg for the month is 40 tons.

Northern Lead, 17s. 6d. to 20s.; the water is out 11 fms. at Brandon Walls. At Stetsfield Burn the stopes are looking better. The sale this week (20 tons) realised 8*l.* 17s. 6d. per ton. Pandora, ½ to ⅝; the report shows the mine to be looking well. Goddard's Lead, 1 to 1½. Frongoch, 2½ to 3½; this mine has sold 100 tons of blende, at 3*l.* 0s. 6d. per ton, and 50 tons at 2*l.* 12s. per ton. Great Holway, 5 to 5½; the returns this month, it is said, will exceed 1000*l.* West Holway, 35s. to 40s.; Crosswood, ⅜ to 1½; Grogwinion, 2 to 3; North Grogwinion, 1 to 1¼; Red Rock, 1 to 2; New Wye Valley, ¾ to 1¼; Ystwith, ⅝ to ⅞; Herodsfoot, ⅜ to ½; Leadhills, 1¾ to 2; North D Eresby, 1 to 1½; North Herodsfoot, ⅜ to ⅝; Pen-yr-Orsedd, 1 to 1⅛; Tamar, 1 to 1¼

FOREIGN MINES.—Arendal, 2½ to 3; the 60 at Skytmur has improved. The cross-cut to the new lode is expected to reach it in three or four months, and is considered an important point. Brazilian Gold, 1 to 1¼; Birdseye Creek, 1⅜ to 1⅞; Cape Copper, 44 to 46; Colorado, 2¼ to 2½; Chile, ⅝ to ¾; Devala Central, ½ to ¾; Devala-Moyar, 1 to 1¼; Hoover Hill, ⅜ to ⅝; Indian Phœnix, ¾ to 1; Indian Trevelyan, ¾ to 1; Mysore, 1⅝ to 1⅞; Potosi, ½ to ¾; Rhodes Reef, ⅜ to ½; Santa Cruz, ½ to ¾; South-East Wynaad, 1¼ to 1⅜; South Indian, 1½ to 1½; Tambracherry, ⅞ to 1⅛; Wynaad Perseverance, ⅝ to ¾; Copiapo, 2¾ to 3; Don Pedro, 5s. to 10s.; Eberhardt, ⅜ to ½; English-Australian, ½ to 1⅛; Frontino and Bolivia, 3¼ to 3½; Indian Glenrock, 1¼ to 1½; Gold Hill, 1 to 1¼; New Quebrada, 4¼ to 4½. Kapanga, ½ to ⅝; a telegram received this week announces that Scody's lode is not yet cut through, and continues to show gold. Michipicoten, 1½ to 1¾; the operations here are said to be progressing well. Yuba River, par to ⅛ prem.; the new tunnel is in nearly 1100 feet, and the men have commenced to repair the shaft, which it is expected will be completed this month. Emma, 2½ to 3; Nouveau Monde, ½ to ⅝; Panulcillo, 5 to 5½; Port Phillip, 4s. to 6s.; Richmond, 15 to 15½; Ruby, 3¾ to 4½; Hornachos, 6 to 7.

The Market for Mine Shares on the Stock Exchange has been considerably less active during the week, and prices generally are lower, owing in part to holders having shown great inclination to take advantage of the improved feeling manifest, and in part to the less satisfactory condition of the metal markets; yet there are many who are very sanguine that the present dulness is merely temporary; that the trade of the country is gradually improving, and that as progress is made in this direction there is no doubt that a great advance in lead, copper, and tin will be the result, and must of necessity be the means of greatly and favourably affecting all home mines, especially those selling large quantities of mineral.

In Indian Gold Mine shares there has been a fair amount of business done, although there is an absence of anything like activity. The directors of the Mysore Reefs Company have received advices from Mr. Moon, the company's manager in India, under date Sept. 23, 24, and 26th ult., and Oct. 1 and 3, in which he states that he is making good progress with the works, that he finds the native labour both cheap, plentiful and, under proper superintendence, efficient; that he has found on the eastern boundary of the company's property a considerable quantity of what the natives term "wash dirt," which on his washing it showed specks of visible gold. (A sample accompanies the letter, in which under a magnifying glass the specks of gold are very numerous.) He adds that in getting out the foundations for a dam wall which he is constructing his attention was drawn to some decomposed quartz exactly like what he used to get in Australia, with which he states he felt as much cheered as he could be short of seeing a nugget. All this stuff is being carefully stacked in order to pass it through the stamps when they are ready. Mr. Moon further states that although he is many months, in some cases over a year, behind the neighbouring companies in beginning, unless he greatly overrates his abilities he will not be later than second, if not first, in continuous crushing. A sample of quartz taken from one of the company's reefs (that marked "A" in Mr. St. Stephen's plan) is on its way to England and will probably arrive within the next week. This will be assayed, and the results communicated to the shareholders.

Since the above advices were received Mr. Moon has telegraphed for more stamps, and that during the week preceding his telegram he had got out 100 tons of stone.

The Isabelle Gold and Silver Mining Company, with a capital of 150,000*l.* in shares of 1*l.* each, and which has been in operation for several years driving a mining tunnel in California, has issued a prospectus, which will be found in another column, for placing 25,000*l.* shares. The directors intimate that according to advices from their manager he is engaged hauling pay ore from the mines of this company to the Exhequer Company's mill for immediate reduction into bullion. Assays of ore made by Messrs. Lewis Chalmers, A. E. Arnold, F. Claudet, and Johnson and Matthey, show from 1 oz. to 1¼ oz. of gold; from 57½ oz. to 102 oz. of silver to the ton of 20 cwt., and from 18½ per cent. to 40 per cent. of copper. The manager states that the copper alone will more than cover all expenses, leaving the precious metals (18*l.* 11s.) per ton) net profit. The directors draw attention to the fact that the gold and silver lodes of the Isabelle Company have not even yet been tapped. Those of the I.X.L. Gold and Silver Mining Company, and those of the Exchequer Gold and Silver Mining Company being at a greater distance from the mouth of the Isabelle Tunnel of course remains undeveloped pending its completion. It is, however, estimated that the vertical of these main Isabelle lodes will be intersected by the tunnel within 830 and 1130 ft. respectively from the present face at a depth of 1200 ft., the I.X.L. lopes about 3188 ft., at a depth of 1400 ft., and the Exchequer lodes 3700 ft., at a depth of 1600 ft. At these depths very important and profitable results are expected from all these gold and silver mines within a reasonable time.

Newton, Chambers, and Company has been converted into a limited company, with a capital of 650,000*l.*, in shares of 20*l.* each. The vendors—Messrs. Thomas Chambers Newton, Samuel Owen, George Dawson, Arthur Ingram Robinson, Arthur Marshall Chambers, and Matthew Henry Habershon—are to receive. The business was founded in 1793, and since 1869 has been carried on by the executors of the deceased partners. The chief collieries are the Thorncliffe, Tankersley, and Rockingham, and it is estimated that the coal under lease is 23,000,000 tons, readily increasable by taking adjacent royalties to 26,000,000 tons. The iron-works consist of the Thorncliffe and the Chapeltown Works, including two large blast-furnaces of the best modern construction, which yield annually 31,000 tons

of pig-iron equal to the best Scotch brands. Extensive foundries, in which about 13,000 tons of this pig-iron is converted into castings, and a large complete engineering plant, embracing all necessary machinery for the manufacture of boilers, roofs, bridges, &c. Twelve miles of railway belonging to the firm connect the collieries and ironworks with the Manchester, Sheffield, and Lincolnshire Railway, and the principal railways and shipping ports of the kingdom. The rolling stock consists of four locomotives, and above 1200 railway wagons, of which upwards of 800 are the absolute property of the firm. The freehold estates of the firm comprise 180 acres of land, and the Silkstone, Thorncliffe, and Parkgate seams of coal lying under about 70 acres thereof; a large workmen's hall, and 165 houses and cottages; also 20 acres of land near Buxton, giving an abundant supply of the best limestone. There are also 85 houses and cottages held under lease, at low ground rents. The purchase money has been fixed for the whole of the properties, plant, and stock, at 443,963*l.*, the amount at which they stand (after due deductions for depreciation) in the books and balance-sheet of the firm at Dec. 31, 1880. This amount does not include anything for goodwill, or the value of orders and contracts in hand, or any premium for the leases, nearly all of which have been recently renewed on favourable terms. The purchase will take effect as from Dec. 31, 1880, and the current year's profits will be apportioned between the vendors and the company, according to the time of taking possession, and the vendors will also indemnify the company against any bad debts incurred up to that time.

Mona, 6 to 7; a full report of the meeting on Wednesday will be found in another column. There appears to be little doubt but that the mine will soon be in a position to considerably increase the return from all sources.

Devon Great Consols, 8 to 8½; it appears from the report of the manager that the 175 west is improving. Devon Great United, 1 to 1½; good progress is now being made in sinking the shaft. Kit Hill, 15s. to 20s.; the Jewel or adit level is progressing satisfactorily. The engine will be ready to work in a few days. South Devon United, 1⅝ to 1¾; a better sampling of ore is expected on the next sampling day.

Drakewalls, 15s. to 20s.; preparations are now being made to put the steam stamps in order, to set at work at any moment. South Wheal Frances, 16¾ to 17, and in good demand. The mines are opening out well throughout, the ends being worth together about 130*l.* to 140*l.* per fathom, thus laying open a large quantity of rich tin ground monthly, and adding considerably to the reserves of ore ground.

Richmond, 15 to 15½; the usual telegram from the mines at Eureka, Nevada, states that the week's run was $13,000, from 856 tons of ore. During the week the refinery produced doré bars to the value of $13,000. The manager (Oct. 5) reports that the 200 south from west drift has been advanced 16 ft. in very favourable ground for ore; some low grade ore and galena have been found, but not in any quantity to value. The 1200 cross-cut from shaft has been advanced 21 ft.; now in a total distance of 67 ft., all in quartzite. The chambers show an improvement since my last, especially No. 14 west, in which a very good body of ore is being developed. All the machinery both in mine and smelting works is in good working order.

Ruby and Dunderberg, 3⅞ to 4¼; the telegram this week reports an improvement in the quality of ore smelted, as the return is $6000 from 153 tons of the ore. This is a decided improvement on the last return. The furnace will close down on Nov. 1. The detailed weekly mining report "shows good work being done, and there would appear to be several indications of improvement in the ore bodies in the Dunderberg, while the Bullwhacker Mine is showing good developments of ore."

Eureka (Nevada), 1⅛ to 1⅜; this week's report advises good progress on both the 150 ft. north and west levels; whilst driving on the latter several stringers of ore have been encountered, which it is expected will lead to an ore body. On the north level only 50 ft. further have to be driven before arriving under the old stopes.

Yuba River, par to ⅛ prem; the new tunnel being in about 1100 ft. has been discontinued while the shaft is upraised; this work will be finished by the end of the current month, when the mine will be in a position to resume work.

Missouri, 10 to 10½; advices from the mines state that the St. Clair shaft is now down to the 400 level and the old engine to the 270 level, and drifts have been commenced north and south at these points. Judging from the improvements latterly in the shafts as well as from the section, it is likely (not improbably during this month) good stoping ground will be entered. In the 245 and 315 drifts north from St. Clair shaft the lode is regular and orey, though not sufficiently rich for stoping. Progress has been made with the work in the Bald Hill section.

Michipicoten, 1⅜ to 1¼; Capt. Opie reports that steady work is being done in all branches, and the erection of the necessary machinery, which is all on the island, is going on.

Kapanga, ¼ to ⅜; the usual monthly report received by last mail will be found in another column. A telegram has also been received from the manager stating that Scotty's lode was not yet cut through, and continued to show gold. Inasmuch as this telegram is nearly a fortnight later than the one advising the cutting of the lode, it would seem to show that at the point where reached it was of considerable width, especially as the telegram says it is dipping flat. The news is considered to be both important and satisfactory.

Hornachos, 6 to 7; the report of the directors, to be presented at the meeting on Monday, states that the meeting has been delayed pending the receipt of the accounts from Spain, so as to make up the books to the latest date. The issue of the new capital authorised in June, 1880, has progressed well. During the six months ended Sept. 30, the total ground removed in Descuidada and Afortunada mines was—levels driven, 886⅓ metres; cross-cuts, 24¾ metres; winzes, 154½ metres; and engine-shafts, 35¼ metres. These works have opened out a considerable extent of ore ground, the stoping of which has now commenced, and the dressing machinery has been started to work, but during the 18 months ended June 30, the returns were suspended for the reasons above stated, and practically only the ore obtained in sinking winzes and driving levels has been dressed and sent over, producing 2598*l.* 7s. 3d. The quantity of dressed ore to be shipped to end of year is estimated at 150 tons, worth about 4500*l.* The available stopes will be sufficiently opened out by the beginning of next year to allow of a much larger number of miners being placed upon them, and the directors fully believe that satisfactory returns of mineral will be speedily forthcoming. There are now only about 1000 shares unissued, the proceeds of which will be applied in payment of the debenture debt, amounting to 10,000*l.* With the view of utilising a portion of the unworked property, which consists of nine mines, the directors propose to dispose to the Pureza de Lusia, Parca, and the Desconocida mines to a new company. They expect to carry this into effect at an early date, and on highly advantageous terms to the shareholders of the Hornachos Company. The balance-sheet shows that during the 11 months ended June 30, the expenditure was 19,681*l.* 15s. 10d., and the ore sold realised 2598*l.* 7s. 3d. The available balance (including 1222*l.* 11s. 8d. ore bills) is 1406*l.* 4s. 3d., to meet an indebtedness of 3418*l.* 0s. 2d.

In Lead Mine Shares the market has shown no appreciable change, and it is still very difficult to obtain current quotations upon attempting to effect sales. Van, 9 to 10; the 120 west shows a continued improvement, now carrying a leader 5 ft. wide, and worth fully 2 tons lead ore per cubic fathom. This is an important feature Other parts of the mine unchanged.

Roman Gravels reported to have been in demand at 12½. to 13. Since the meeting of shareholders the 65 end south has improved to about 20 tons of lead ore per fathom—or, say, 190*l.* to 200*l.* per fathom. The sale of lead ore—150 tons—yesterday realised a better price, the total sale amounting to 1465*l.*

Tankerville, ½ to ⅝; and reported in demand. As will be seen from the agent's report, some important discovery is shortly expected in driving the levels into the hill at the Bog Mine part of the company's property—the importance of driving in this direction the manager pointed out to several shareholders when on the mines previous to holding the general meeting of shareholders.

The Share List of the Belgian Date Coffee Company closes to-day (Saturday) for London, and on Wednesday next for Belgium.

Gas Shares.—The principal business in these shares, according to this evening's report of Messrs. W. L. Webb and Co., of the Stock Exchange and Finch-lane, has been—Bahia, 18½; British, 34; Commercial, 184; ditto, new, 143; ditto, 4½ debentures, 107; Continental Union, 23¾ to 24¼; ditto, new, 69 and 72, 16¼ to 16½; ditto, 7 per cent. preference, 25¼ to 25½; European, 20 to 20¼; ditto, new, 14 to 14½; ditto, new, 9½; Gaslight, A, 172 to 174¼; ditto, B, 4 per cent. maximum, 80; ditto, D, 217¾ to 218¾; ditto, H, 7 per cent. maximum, 134¼ to 135; ditto, 4 per cent. debenture, 104½ to 105; London, 198; Imperial Continental, 194 to 195⅝; Malta and Mediterranean, 2; Monte Video, 14⅜ to 14¾; Rio de Janeiro, 25¾ to 26; South Metropolitan, B, 180. Gas stocks dull, and little doing. For closing prices see list on the last page of Journal.

Insurance Shares have, according to this evening's report of Messrs. W. L. Webb and Co., of the Stock Exchange and Finch-lane, been dealt in as follows:—City of London Fire, 1⅝ to 1¾; City of London Marine, 1⅞; Commercial Union, 24⅞ to 25⅞; Employers' Liability, 1⅞ to 2; Fire Insurance, 4¼ to 4⅜; Globe Marine, 1¾ to 1 13/16; Indemnity, 113 to 114½; Guardian, 75 to 75¼; Fire Insurance, 13/16 to ⅞; Imperial Fire, 155; Lion, 1 15/16; Lancashire, 8 3/16; Merchants Marine, 1¾; London, 65½ to 65¾; Marine, 27½; Royal Insurance, 29; Rock, 8½; Standard Fire, 1⅞ to 2 1/16; Ocean, 8¾ to 9; Universal, 8¼ to 9. Insurance steady on buyers. For closing prices see list on the last page of Journal.

Tramways.—The closing prices of this evening, as quoted by Mr. W. Abbott, of Tokenhouse-yard, are given in tabular form in the last page of Journal.

Railway and General Markets.—Referring to the course of business done to-day during official hours (11 to 3) Mr. Ferdinand R. Kirk, 5, Birchin-lane, writes:—*Opening:* Trunks are rather in active demand, the Ordinary being at 18⅝, and the Third Preference at 38⅝. Unified are slightly weaker, owing to the price at Paris being lower than ours; purchases are being made at 73⅞. Caledonian, 106¾ to 107. Brighton, A, 137½ to 137¾. Great Eastern, 72⅝ to 72⅞. North British, 90⅝ to 90⅞. Turks are 14¼, and Spanish 28⅝. After a long period of neglect Eberhardt shares are in fair demand at ⅝ to ¾, high grade ore having been found at the 2000 ft. point in the tunnel; early in the week shares could not be sold at 10s. Erie, 845¼ to 846. Readings, 834⅝ to 834⅞. Chile Gold, ⅝ to ¾. Hoover Hill, ½ to ⅝. Potosi, 9 1/16 to 11 1/16. Ruby, 3¾ to 4 —*Closing:* Unified have advanced to 74⅝, and Turks to 14½. Lombard Railway shares have risen ¾. North British and Great Western are ½ up. Atlantic Firsts have been dealt in at 56½. Don Pedro, ⅜ to ½. Port Phillip, 3s. to 5s. La Plata, 1¼ to 1½.

Messrs. Pixley and Abell.—Gold: A slight demand for gold coin for the Continent has caused the withdrawal of 100,000*l.* from the Bank. The demand for America has, on the other hand, ceased, and coin and bars to the value of 189,000*l.* have been sent in; the greater part of this amount consisting of sovereigns from Australia. The P. and O. steamer has brought 152,550*l.*, and the Garonne 82,590*l.* from Australia. The Trent has taken 50,000*l.* to Lisbon, and the P. and O. steamer 25,000*l.* to India.—Silver: The market has been very quiet during the week, and prices have shown but little variation; an improvement of 1/16d. per oz. only has taken place, making the price 51⅛d. per oz. standard. The arrivals have been 29,000*l.* from New York and 2100*l.* from China. The Zambesi has taken 60,000*l.* to Bombay.

Devon Friendship.—The new and powerful pumping wheel was set to work last Saturday, and by to-day (Friday) has drained Bennet's shaft to 12 fathoms under adit. At present the water is very easy, and if no impediment occurs they will be in the 30 fathom level within a fortnight. The wheel continues to work exceedingly well. The adit end produces 6 tons of arsenical mundic per fathom, No. 1 stope, 10 tons, and three other stopes about 3 tons. This mine has now got a fair start, and is likely to confirm all the great things anticipated from it.

Scrtridge.—The clearing of the adit and other work is progressing rapidly. When completed more will probably be heard of the mine.

Royalton (Tin).—The re-working of this mine is looked on with considerable satisfaction by local people. The company would have been brought before the public earlier but for the exodus of the numerous companies seeking large capital for the re-working of the deep and abandoned mines. The company has been well received, and success seems sure to follow the workings, if there is any reliance to be placed in opinions such as Josiah Thomas, of Dolcoath; Wm. Hancock, of Hony and Trelawny; Capt. Tregay, of Mount Carbis; George Henwood, and others. Messrs. Thompson and Son, of Plymouth, are the brokers, and take a large interest in the property.

Prince of Wales Slate Company.—The statutory meeting was held on Monday. The driving of the cross tunnel from No 5 is being pushed on vigorously, and will, it is expected, shortly reach good slate rock, when more extensive operations will be commenced. The property is free from rent and royalties, both having been redeemed.

Mount Carbis.—A considerable improvement has taken place in the bottom level at Mount Carbis. They have been sinking a winze in bottom of this level towards the junction of two very important lodes, the winze now nearing the expected junction. Large rocks of rich tin have been pulled up to-day from the bottom of said winze, evidently coming from a very rich lode there.

Richmond.—From the communications received from shareholders it would seem that a general misapprehension prevails as to the immediate prospects of their mine. Sources more interested in speculative operations than in the material prosperity of the enterprise have indicated that in depth unfavourable results have been realised. Significantly silent have been those not altogether disinterested reports that the Richmond main shaft has been for a considerable depth penetrating quartzite, wherein productive ore is never looked for. The shaft is now down 1200 ft., and drifting has been commenced not only towards the ore bearing strata, but also towards the Eureka Consolidated, where at a parallel depth is the richest ore ever seen in either mine. Hence a few weeks' exploration will no doubt develope such new bodies of ore as to place the Richmond Mine in a position it has never yet occupied as to permanence or dividend yielding capabilities. The most important development in the history of the Richmond is near at hand.

Yuba River Gold Washing Company.—The extraordinary statements made last week at the general meeting of shaeholders with regard to the richness and productive character of this company's property, and of the yield of gold coming forward, have been further confirmed by information received this week. Of all the gold properties now before the public there is but little doubt the profits to be derived by this company's operations—and that forthwith—will far exceed any other property now quoted on the Stock Exchange. The company is in 140,000 shares of 1*l.* each, and are now quoted ⅛ to ¼ prem., and likely to see a higher figure.

Notices to Correspondents.

*** Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be *filed* on receipt; it then forms an accumulating useful work of reference.

Received.—"R. L. F." (Reno, Nevada)—"Shareholder" (Great Zaruma Gold)—"G. R. S." (Banbury)—"M. R."—"F. M." (Truro)—"H. A."—"Old Hand"—"M. G." (Limerick)—"Mentor"—"Shareholder" (Manchester): The matters referred to in your letter are being enquired into—"C. S."—"J. C."—"W. G." (Torquay)—"Old Reader"—"Stannum" (Liverpool) should write to the parties who advised him to purchase the shares.—"J. D." (Sunderland): We do not know. Enquire of the secretaries of the societies before which the papers were read.

THE MINING JOURNAL,

Railway and Commercial Gazette.

LONDON, OCTOBER 29, 1881.

THE MINERS' NATIONAL CONFERENCE.

WAGES V. THE SLIDING SCALE.

The Miners' Conference at Birmingham was brought to a close on Friday evening last, and the business done and resolutions come to were more of a suggestive than of a practical character. The principal question discussed was the sliding scale for the regulation of wages, and, as we stated last week, was likely to be the case, the idea of obtaining the price of coal in what Mr. CRAWFORD terms "the open market" was thrown overboard, or scarcely alluded to. As we then pointed out, the mineowners' books are the only reliable data to go upon for the purpose of ascertaining the price of coal or other mineral; and the difficulty of finding a better medium was admitted in the address sent to the Conference by Mr. MACDONALD, who had been requested to frame a "model scale," but he states that he had attempted the task more than once, only with "the conviction that he could not fulfil the obligation." A fair sliding scale cannot well be a one-sided one, and to satisfy the requirements of the representatives of the miners it would have to be, judging from the discussion that took place at the Conference. The scale instead of being evenly balanced would have to be at extremes, and even then there would be dissatisfaction, for Mr. MACDONALD derides the idea that the interests of capital and labour are identical, so that any agreement entered into by masters must be taken as in furtherance of their own interests, without the least consideration for those of the persons they employ. Still, with a knowledge of what arbitration has effected, Mr. MACDONALD says that "the sliding scale was the best form they had yet attained." The Member for Stafford, however, does not allude in any way as to the means for obtaining the price at which coal or iron are sold, and with us, no doubt, he sees that the office books, which are good evidence in all our law courts, contain the only reliable data as to the charges made by mineowners, and on which a sliding scale can be based. But although the Conference was ostensibly called for the purpose of considering the sliding scale as the basis for fixing the wages of miners, other matters of considerably more importance formed the staple of the arguments of the delegates, and these went so far as to question the right of owners of mines to enter into contracts with their customers as to forward deliveries, and this was put forward in somewhat offensive terms. The resolution on the subject was that "there can be no prospect of the workmen receiving any advance of wages in proportion to the natural rise of markets so long as the employers are allowed to make contracts for the length of time they now arrange them, and therefore we recommend that no coal or iron sold beyond the time over which the accountant's examination extends shall be taken into the calculations whereby wages are regulated." The threat here is rather suggestive, for it is not stated how the owners of mines are to be prevented from making contracts as they have hitherto done, and whether they will submit all their business transactions for the approval of their workpeople, who, we gather from the resolution, are to "allow," or otherwise, their employers to enter into contracts. This is something new, and we are not aware of such a bold assertion as to the right of labour to regulate the action of capitalists and employers ever having been made before. But it would appear as if the concessions made by mineowners to their workmen in their desire to cultivate a friendly feeling has not been appreciated, but has emboldened some of the leaders to go further in their demands than they had ever done before. They are not content with taking the figures of the accountants appointed by the men as to the selling price of coal, iron, &c., but they now require that the miner shall have the right to demand information from the accountants as to their mode of arriving at an average standard of price. The delegates would thus question the honour of the persons actually employed by and in the interest of the miners, so that we believe few accountants of position would care to work under such circumstances for a body that doubted the *bona fides* of those it employed. We have, however, a much higher opinion of the working miners of the country than their delegates, who have long since ceased all connection with mines as working men for far easier, pleasanter, and better paid duties.

In future sliding scales an important addition is proposed to be made, so that wages shall be increased without any increase being made in the price of coal or iron. This is embodied in a resolution to the effect that all sliding scales should contain a clause or clauses embodying the principle that whenever there has been an increase in outputs, with normal condition of things, wages should receive a proportionate advance on previous rates whether the average standard price is higher or lower. This of course would give all the advantage to the workmen, and would do away altogether with a sliding scale based on the price of the produce of mines, as exists at the present time. Were such an agreement made mineowners might be losing money by their outputs, so it would suit them better to have their pits going three or four days a week instead of five or six. The consequence would be that the men would be worse off in endeavouring to force up wages when the output of coal could be increased without any addition to the price being made. It also happens that when coal is at a very low price the demand is the heaviest, so that in such a case the men would expect higher wages when employers were making little or no profits. This would be another means of doing away with the sliding scale based on the rise and fall in the price of coal, iron, &c. This proposition was still further enforced in another resolution passed by the Conference, which was—"That each district in getting out sliding scales should obtain the insertion of a minimum clause to prevent wages being reduced to a starvation point, as at present, in the face of an increased demand for coal, so as to prevent employers reducing coal to a certain point." Nothing, of course, is said as to fixing a maximum at which wages shall go no higher, everything being for the other side of the question, and in the interest of the workmen. Colliery owners as a rule do not voluntarily reduce the price of coal, as the resolution would lead one to believe, but get as much as ever they can for what they have to sell, the same as vendors of any other material. How the men in different districts can prevent mineowners selling at a price ruled by the market it is difficult to conceive. From a workman's standpoint the resolutions are of a most roseate character, but how they are to be practically carried out is a very different thing. The delegates have certainly pointed out how the miners could be benefited, but they have not taken into consideration the fact that there are generally two parties to an agreement. The mineowners have faithfully carried out the arrangements made for the adoption of a sliding scale, and they cannot well be expected to fall into the extreme and impracticable views of those who took part in the Conference at Birmingham. The latter, too, knew perfectly well that their proposals could not be sanctioned by the employers, so that the resolutions were meant for the delectation of the workmen only.

Independent, however, of the sliding scale, the general question of an advance of wages all round was discussed, and a resolution was agreed to recommending that a national conference should be held in December to consider the advisability of asking for general advance of wages, and also with a view of arranging interviews with employers for the purpose of asking them to advance coal sufficiently high to give an advance of wages. We are not aware that employers have the power to advance the price of coal on being requested to do so; for we believe they would be very glad to raise it without being asked by miners or anyone else. But the price of coal cannot be fixed by the producer, for were even a few to attempt to do so they would find their coal on their hands, for there would be no market for it. All that can be done in that direction is to wait until the consumption of fuel is nearly equal to the production, and the prices would of necessity go up, but at present masters and workmen are alike powerless in advancing the price of coal, which is entirely out of their reach. The men may have interviews with their employers, but they will be entirely useless for effecting the intended object, and this they will be easily made to understand. Colliery owners are fully alive to their own interests, and do not require any outside incentive in prompting them to get as much as ever they can for what they have to sell. We do not blame miners for endeavouring to obtain higher remuneration for their labour than they are now receiving, but we do regret that expectations should be held out to them by their representatives that it is impossible to realise. The sliding scale has been the great object sought for in the interests of the workmen, and that being conceded it should be accepted in its integrity, and credit given to the employers for carrying it out faithfully so far as they are concerned, whilst the men should also carry it out in a fair and not in a carping and dissatisfied spirit.

COAL IN QUEENSLAND.

An interesting address was recently delivered at Bundaberg by the Rev. J. TENISON WOODS, on the coal deposits of the Wide Bay and Burnett districts. When Sir CHARLES DILKE visited the Antipodes some years since he expressed his opinion that New South Wales was destined to be the Australian Colony, *par excellence*, of the future, because it possessed such abundance of coal wealth. But if the observations made at Bundaberg by Mr. WOODS possess the merit of substantial reliability—that is, if he is a competent judge in such matters—Queensland possesses large stores of coal as well as New South Wales. Mr. WOODS stated that when he visited the Burrum he was surprised that such large deposits of coal of such excellent quality should have remained such a long time without any effort being made to utilise it. The fact is, as Mr. WOODS must be aware everything in a new colony has to be collected, and their collection is a work of considerable time. Moreover it is necessary that there should be a demand for any new commodity in order to ensure its production, and the scantiness of population which has hitherto prevailed in Queensland has been just as fatal to the consumption of coal as it has been to its production. In Maryborough, a rising Queensland town, there is expected to be a large market for coal in consequence of the place being lighted with gas, in consequence of the number of steamers calling at it, and in consequence of the construction of a railway to Gympie. Mr. WOODS expressed his conviction that similar results would be witnessed at Bundaberg, small as that place at present was. The railway to Mount Perry, he also observed would consume a great deal of coal. Navigation would also be improved at Brisbane, and then Queensland coal, Mr. WOODS thought, would come into request as much as coal in any other part of Australia. Indeed Mr. WOODS considered that there would be a greater demand for Queensland coal than for coal from the other Australian colonies, as the geographical position of Queensland was more favoured for vessels wanting to ship coal for India. The coal deposits to which Mr. WOODS especially directed attention are about 13 miles from Bundaberg in a straight line, perfectly available for railway purposes. Mr. WOODS also remarked upon the great quantity of gas contained in the coal which he had examined.

In the course of his lecture Mr. WOODS exhibited a piece of coal which he had taken from some of the seams which he had inspected. He said it was a good solid specimen of coal equal to anything which he had seen at Newcastle, New South Wales, while the deposit from which it was taken was not so valuable as some of the Queensland seams. We can but repeat that if Queensland really possesses all the coal wealth which Mr. WOODS attributes to it the fact must exert a very important influence upon its future. Not only will Queensland coal enable Queensland railways to be worked more cheaply, but an impulse will be given to Queensland steam navigation, and to industries of every description in connection with which steam is employed as a motive power. Hitherto the chief pursuits of the colonists have been gold mining, sheep farming, and sugar growing. The first must be regarded as a precarious industry—if indeed it can be classed as an industry at all. The second has undoubtedly been a source of great wealth, but it is well for a colony to have two strings to its bow. The third has not attained any very general importance at present. Upon the whole, coal is just what Queensland requires to stimulate its progress and to ensure it more solid and general prosperity.

MINING EXPLOSION SURPLUS FUNDS.

It is not often that appeals to the public in aid of the distressed are followed by subscriptions greatly in excess of what is required, but in the case of explosions in mines resulting in a heavy loss of life there have been exceptions to the rule. The consequence is that those who have been entrusted with such monies at times find embarrassment in disposing of the surpluses after all legitimate claims are met. At Hartley the public subscribed about 80,000*l.*, and they left a large surplus, a portion of which was sent into other mining districts. On the occasion of the Oaks explosion in 1866 the trustees of the Hartley fund sent 2040*l.*, but this sum was not applied in the augmentation of the Oaks Explosion Fund but was invested in the names of trustees as the nucleus of a permanent colliery accident fund for the district. In the case of the Oaks explosion the public sent direct to the Barnsley committee upwards of 36,000*l.*, whilst a large sum was received by the Lord Mayor of London at the Mansion House. It was estimated by Mr. PATTISON, the well-known actuary, that the sum required to pay the widows 5*s.* a week and the children about a fourth of that amount would be 49,860*l.* These figures were submitted to the Mansion House Committee, who handed the sum of 11,697*l.* to the Barnsley committee, so that the total received from all sources was 48,747*l.* Originally there were 690 persons to be supported, but the number rapidly decreased, 88 of the widows having re-married within five years after the explosion. There were 339 children, and as the boys had to go off the fund on their attaining the age of 12 and girls 13 years all of these are now independent of the fund, so that there are only a few widows still to be supported. Such being the case the committee, notwithstanding the calculations of Mr. PATTISON, have a surplus after providing for all claims of from 12,000*l.* to 15,000*l.* The time, it is considered by many persons, has arrived when the committee at Barnsley should make known what it purposes doing with the large surplus they have in hand. It has been suggested that the money might appropriately be given to the General Fund of Confederated Miners Associations, formed for the purposes of aiding local associations in the case of explosions resulting in the loss of life, so that appeals to the public should not be required. But the local committee have made it known that the money will not leave the district, although a great deal of it was given by persons not residing in Yorkshire. It is felt that so much money should not be left in the hands of a few persons, whose deaths would in all probability be the means of keeping it locked up, and, therefore, entirely useless.

This was the case in one instance that we recollect, and it was in connection with a previous fatal explosion at the Oaks Colliery. A large sum of money was subscribed for the sufferers, and placed in the hands of trustees. After all the claims were met a considerable surplus was left. Ultimately all the trustees, with one exception, died, and for several years the survivor subscribed from the fund which was thus left at his sole disposal to the Buxton and other charities, and in doing so was able to send poor persons to take the benefits of the baths and waters. This was all very well so far as it went, but the money was certainly not given for such a purpose. The question, however, to which we wished to call attention relates to the disposal of the surplus of the Oaks Fund of 1866. It is evidently not required by the local Permanent Miners' Relief Association, which has a large accumulated fund capable of meeting almost any demand that may be made upon it. There are two ways in which the money might be advantageously laid out, and in a way that could not fail to satisfy the great body of subscribers. The establishment of alms-houses for aged and deserving miners, or those who have been incapacitated from following their employment owing to injuries received in mines, has not received that attention which such a praiseworthy object deserves. But we believe were a start made in any one district it would be quickly followed in others, and we do know that the mine-owners would liberally subscribe to such charities, whilst it is not too much to say that bequests would follow in due course. Or a mining school, much required in the South Yorkshire district, might be established with the greatest benefit, seeing that the locality has within it the most fiery mines in the kingdom. However, we think the time has arrived when the Barnsley committee should let the subscribers to the Oaks Fund know what they intend doing with the large surplus in hand, which should not be allowed to rest until it is forgotten, and useless for all beneficial and philanthropic purposes.

SPELTER AND ITS FUTURE PROSPECTS.

The quantity of blende now being annually raised from the mines of Wales and Cornwall is now so large that to many mining companies the prices of spelter and zinc are of almost greater importance to the adventurers than those of copper and lead; and they may certainly be congratulated that at the present time the prospect is particularly cheering. It is well known that for various purposes the use of spelter has vastly increased during the past two years, yet the price has been steadily drooping, in spite of the most vigorous and powerful efforts to push it in the opposite direction, and there maintain it. Early last year a syndicate of producers and their agents was formed in Silesia, Hamburg, on the Rhine, and in England. At first the combination promised well, as it was formed at a time when wild speculation was generally successful; but when in March, 1880, the speculative mania suddenly subsided, spelter declined with the other metals, without showing periods of buoyancy and recovery, as the others sometimes did. If the producers had reason to complain on that score, they had at least the satisfaction of observing that consumption was showing a steady increase, stimulated as it was by moderate prices. The impression began to prevail among close observers in the metal trade that consumption was likely to outrun production, and that in the near future spelter would rebound of its own strength, without the necessity of a syndicate to assist it in doing so. This opinion was freely expressed in Europe during the last quarter of 1880. When, later on, the activity of the zinc works in England became known from official data, these favourable impressions were weakened somewhat, for it was perceived that England had worked an enormous amount of foreign ores, and consequently drew less upon the continental supply of slab metal.

The home production of zinc ore during last year, as will have been seen from the official statistics recently published in the *Mining Journal*, was 27,548 tons, from which 7162 tons of metallic zinc were made. Besides this 43,177 tons of ore were imported, Italy sending 11,028 tons, Greece 11,485 tons, and Algeria 17,578 tons, the balance all coming, we presume, from the North of Spain. The import of crude spelter was 33,301 tons, 13,480 tons coming from Germany, 7993 tons from Holland in transit, and 9402 from Belgium. Besides this 16,677 tons of manufactures were received, Germany contributing 3797 tons, Holland in transit 6678 tons, and Belgium 5007 tons. The export of spelter and manufactures was 12,237 tons, of which British India took 7640 tons. Estimating the yield of slab metal from foreign imported ore at the same figure as the domestic British, we find a production of 11,225 tons of metallic zinc, and adding the import of spelter and its manufactures, we find the total obtained from abroad to have been 62,203 tons, of which 12,237 were re-exported, The French and Spanish statistics are equally gratifying, both showing the trade to be sound and steady. The Silesian output of metallic zinc has of late years increased at the rate of about 10 per cent. annually, say some 10,000 tons a year, which cannot be called a very rapid increase; but that portion of Prussia was in the habit of largely exporting sheet zinc to Russia, which export has been interfered with since the latter country raised the duty, chiefly for the protection of the Polish production, for Poland near the Prussian frontier has its own mines and is rearing a home industry. Poland now produces between 4000 and 6000 tons of spelter annually, but under protection this output may soon be doubled.

The consumption of spelter for galvanising purposes has experienced quite a development both in Europe and this country. Advices from Rhenish Westphalia dwell upon this feature in the iron trade, especially so far as hollow-ware is concerned, and the same observation is made in the United States, in England, and Austria. Brass making has been unusually active on both sides of the Atlantic for more than 18 months past, but consumption seems to be fully up to production in this line, and the amount of spelter absorbed at present in both hemispheres for the many uses it is turned to must be something extraordinary. In the United States the prospect is particularly bright, and the slight upward movement which has commenced will, it is confidently believed, continue. A sound American authority upon the subject remarks that throughout the first nine months of the year spelter was very low, and fluctuated but little. It has been, so to speak, the black sheep of the metal trade, attracting in our opinion less attention than it should have done, for it was an open secret that our Western output has all along been labouring under difficulties. It is now revealed that the supply from there will not suffice for our growing wants in the immediate future, causing the metal to rise in value without any speculator having deigned to take notice of it. If, then, we are compelled to import once more on an extensive scale holders in Europe, so easily influenced by any impulse from here, will take courage, and a syndicate on the other side may have greater chance of success than it had in January, 1880.

SCIENCE AND INDUSTRY.

On the occasion of opening the new buildings constructed in extension of the Birmingham and Midland Institute, at a cost of 30,000*l.*, a few days ago, Dr. Siemens delivered the inaugural address, taking for his subject, "Science and Industry," and the place and the man were alike well adapted in connection with such a discourse. As might be expected, a comparison was made by the speaker as to technical education at home and abroad, and Dr. Siemens remarked that in some respects continental nations had stolen a march upon us in providing for the education of the young engineer, the architect, the manufacturer, and the craftsman. The young polytechnist student was apt to be a dogmatist, capable of coming out first-class in competitive examinations, and likely to make a good official in a Government administration; but most unlikely to venture on such new embodiments of first principles of nature as were essential to the accomplishment of improved results, such as had animated our Watts, our Cromptons, and our Bessemers. From this, it may be implied, we suppose, that we are excellent imitators, but not good founders or creators; we can carry out old ideas, but cannot originate new ones, and in this latter respect we were more behind our continental neighbours. This is certainly a reproach which we think is correct, but is fast giving way before the education now being given at some recently established colleges and training schools, where mining, geology, and engineering are now taught in the most practical manner. Dr. Siemens tells us that on the Continent, where the governments themselves were largely engaged in trade and enterprise, where mines, railways, and factories were State establishments, it was necessary to create a large staff of men educated to the point of being able to assume at once a position of some authority in the ranks of rigid authority or organisation, and such men were provided by the polytechnic schools. Dr. Siemens did not agree with the oft quoted remark that "a little learning is a dangerous thing," for in physical science a little knowledge might be of the greatest importance to an artisan when he was called upon to set a machine in operation which was stopped by some accidental cause. He did not regard an education complete that did not com-

bine literary with scientific training—the one gave the polish and the other the fibre and the practical direction to the understanding. Scientific teaching to be beneficial should be practical, and no school should be without its chemical, physical, and mechanical laboratories, where students could test for themselves chemical reaction, verify physical laws, and ascertain the mechanical properties of materials used in construction. There are simple truths we consider should be carried out in all our schools where scientific knowledge forms a leading portion of the curriculum there, especially at those establishments where prominence is given to mining and engineering pursuits. Great changes have taken place of late years in imparting scientific instruction, and these must still keep moving forward if we are to maintain our position as the greatest manufacturing power that exists. Much has also to be learnt as regards mining, which should be looked upon as a science of the greatest importance, seeing that it is one in which much has yet to be learnt even by the ablest of its professors, and we certainly agree with Dr. Siemens when he says that changes threatened to invade almost every braneh of industry, and it was necessary for all to be prepared for such changes; and the practical man of former days would have to yield his place to the unbiassed worker who, with open mind, was prepared for every forward step as it arose. Scientific knowledge, even in the hands of practical men, we may truly say has now become a necessity for those who desire to be in the van either as regards mining or manufacturing pursuits.

COAL AND THE FUTURE.

As to the great ability of Prof. Sam. Haughton, of Trinity College, Dublin, no doubt will exist in the mind of any reader of the *Mining Journal*, but the most learned sometimes err, and Dr. Sam. Haughton certainly seems to have done so in the lecture on Irish Manufactures recently delivered by him before the Working Men's Club. In the course of his remarks he observed that it was a popular fallacy to suppose that Ireland was as well off as other countries with respect to coal. On the contrary, she was terribly handicapped in the manufacturing race by her want of coal. He had calculated that the burning of a ton of coal when used for steam-engines in manufactures was equivalent to the labouring force of 10 men, women, and children for a whole year. England, Scotland, and Wales were at present producing 100,000,000 tons of coal per annum. The greater part of that was burned for the purpose of manufacture; therefore the 100,000,000 tons represented the annual labours of 1000,000,000 of men, women, and children, which was nearly the whole population of the earth. Three-fourths of all the coal of Europe and Asia happened by mere accident to be stored up under the feet of English, Scotch, and Welshmen, while Irishmen were left in the cold. They might find some comfort in the reflection that there were lying untouched under the soil of the United States of America 30 times as much coal as England and Scotland had. It was not unpatriotic for him, as an Irishman and an English subject, to say that in a not far distant future the sceptre of the world would pass quietly and without bloodshed from the country that had coal to that country that had 30 times as much coal.

Now, as a matter of fact the enormous coal fields of the United States are altogether unlikely to give to the trans-Atlantic Republic the command of the world's commerce and industry, as Professor Haughton will readily admit when his attention is drawn to a very simple truth. It was pointed out long since by Prof. John Morris, of University College, London, that it was not the actual acreage of coal field that can give a nation the control of the world's commerce but the proportion which the coal field bears to the surface area of the country, and he showed that although the United States coal fields were considerably larger in acreage than those of Great Britain, it was the fact that in Great Britain the coal area was larger in proportion to the surface area that had always given her supremacy. Large as is the area of the coal fields of the United States, they will prove insufficient to do more than provide for the pressing wants of her own population. With regard to coal resources, the United States and Germany are in almost parallel positions. As every statement of a man in the position of Prof. Sam Haughton receives wide consideration, it is essential that accuracy should characterise all he says, especially when addressing working men.

Blake's British Fossil Cephalopoda.—The first part now about to be issued is an instalment of the work undertaken by the aid of the Government grant for scientific research, and deals with that group of the cephalopoda that occurs in the Silurian rocks. The "Introduction" gives a resumé of all that is known of the anatomy of the living nautilus, as the type of the group of animals whose fossil shells are here described, followed by an account of the structure of the shell as well microscopical as general; and, lastly, a discussion of natural classifications of the cephalopods dealt with, giving descriptions of all the genera. The introduction is followed by a copious bibliography of the British Silurian cephalopods, giving a complete record of all that have been described and recorded. The main body of the work consists of detailed descriptions of every species that has been anywhere discovered in British Silurian rocks in the British Isles. For the purposes of the present part of the work alone the author has visited and critically examined the collections in all the large museums in London; also the Woodwardian Museum at Cambridge, the chief collection in Edinburgh, Glasgow, Dublin, Ludlow, Manchester, and Cardiff, as well as the fine private collection of Dr. Grindiod at Malvern, and others of less note, so that no means have been neglected of making the work a complete record of all that can be learnt at the present day on the subject in hand. Much material has also been accumulated for the production of Part II., which will deal with the Devonian and carboniferous cephalopods, the latter being especially important from the fact that this group of shells become highly characteristic during this period. It was originally intended to include these also in Part I.; but in order that each species might be duly illustrated by plates it has been found necessary to limit it to the Silurian. The mass of information thus accumulated and made available for use will afford the means of more accurately determining the fossils of this group and of recognising the position in the series of the rocks in which they occur. This work may be considered to some extent as an extra volume of the Palæontographical Society, as it is published uniformly with that series and at the same price, though it has not been thought desirable by the authors to wait for the slower publication in that series, or to crowd out the valuable matter which is still waiting publication by the society.

Smoke Abatement Exhibition.—The honorary secretary (Mr. W. R. E. Coles) appears to be working energetically to make the forthcoming exhibition of smoke appliances at South Kensington a success, and it is gratifying to learn that his efforts have been well responded to by exhibitors. The presidents of the exhibition are the Duke of Albany (Prince Leopold) and the Duke of Westminster, whilst the committee comprises some of the most eminent practical scientists of the day. The exhibition will be held in the east and west arcades, and in the buildings adjoining the Royal Albert Hall at South Kensington. The chief departments will be domestic, industrial, and novelties, Class 1, including varieties of smoke preventing apparatus, fuel, and inventions applicable to existing and new dwelling houses and public buildings; Class 2, comprising similar exhibits applicable to factory and other industrial purposes of all kinds; and Class 3, foreign exhibits, and all descriptions of novel appliances or methods not at present in actual use for smoke abatement, but adaptable to existing chimneys or otherwise, and for obtaining heat with the least possible smoke or other noxious products. Trials will be made upon the exhibits, and gold, silver, and bronze medals and certificates of merit, are to be awarded upon the report of a special committee. The utmost care has been taken to prevent the affair degenerating into a mere advertising medium; it cannot be doubted that the handsome prizes offered will, considering the steps that are to be taken to ensure the awards being fairly made, be accepted by the public as a substantial guarantee that the exhibits which earned them possess intrinsic merit. It was recently announced that Dr. Siemens, a member of the committee, had offered a prize of 100 guineas to be given for the best method or arrangement "for utilising fuel as a heating agent for domestic and industrial purposes, combining the utmost econony with freedom from smoke and noxious vapours;" for the "Ladies' Prizes" (consisting of two sets of prizes of 50 guineas each) it was stated that there had been received from Mrs. Rathbone 10 guineas, the Baroness Burdett-Coutts 10 guineas, Lady Pollock, 2 guineas, to be awarded on trial by experts for the best open grates, and tne best kitcheners, combining—1. Freedom from smoke. 2. Simplicity in arrangement and use. 3. Economy. The Society of Arts have also offered a medal to be presented by the special committee, and it is requested that Lord A. Churchill should represent them in reference to this award. The promoters are determined that the exhibition shall not be used merely for advertising purposes, and have refused everything that does not come within the immediate scope of the objects they have in view—the improvement of heating appliances and inventions specially devised to abate smoke. The exhibits will be divided strictly according to their class and description, so that all confusion in arrangement will be avoided. From the circumstance that all classes are interested in the objects of the exhibition the number of visitors will certainly be great, and the general benefit which will result cannot fail to be considerable.

Phosphor Bronze Linings for Shaft Bearings.—An improved method of and apparatus for lining iron and brass shells with phosphor bronze for shaft bearing, brushes, and other working parts of machinery has been invented by Mr. Alfred Howat, of Manchester. In making steps he casts the iron or brass shell, and in the shell he casts or drills taper holes, the larger ends of the holes being at the outside; he then places in the shell a lining of the shape and thickness required for the phosphor bronze which will form the bearing surface, the shell and lining are placed in the moulding box, which is filled with sand and rammed; the moulding box is then opened, and the shell and lining taken out; the sand is removed from the taper holes in the shell, and the shell is then replaced in the sand; the mould is then dried, after which the box is closed and the phosphor bronze is run into the mould, and it fills the space that was occupied by the lining, and also the taper holes in the shell. The steps thus formed are strong, and solid and much cheaper than steps formed entirely of phosphor bronze. When thick shells are used he drills the taper holes from the inside and not through the shell, the holes being smallest at the opening. Cylinders may be cased or lined in a similar manner. In casing sliding blocks with phosphor bronze he drills or casts taper holes a short distance into the block on each side to be cased, these taper holes being smaller at the outside than inside, and he casts the phosphor bronze as described. He cases plungers by making grooves or recesses in the surface to secure the phosphor bronze, and fits an annular casing on the plunger of the thickness required, which is then moulded, and the casing is removed, and the phosphor bronze cast.

Electric Lamps.—The invention of Mr. H. Upton, of Newcastle-on-Tyne relates to electric lamps of the kind in which the illumination is produced by the incandescence of carbon or other suitable material through which an electric current is passed, the object which he has in view being to provide for the automatic feed of the carbon in a simple manner. For this purpose he rests the end of a vertical carbon upon two studs or rollers, which are the terminals of the conductors to and from the lamp, the carbon bearing on those studs by its own weight and sinking downward as its lower portion becomes consumed. The electricity passing from one stud to the other through the lowest part of the carbon heats it to incandescence, thereby producing illumination. The carbon may be pressed against the studs by a weight or spring, and in that case it may be directed upwards or at any desired inclination.

How to Invest—Sixteenth Edition.—Had a very large circle of readers not highly appreciated "How to Invest," it is obvious that it would never have passed through fifteen distinct editions. Mr. E. J. Bartlett, the author, must certainly be congratulated upon such a result, which is due to the happy combination of a facile pen and a keen observation. He modestly describes himself as "one upon whom nearly 20 years' experience has not been thrown away." Indeed it has not, if one is simply to judge by the mass of information he has collected within the hundred or more pages which now form his book. As an author Mr. Bartlett is to be commended; as a public adviser upon the investment of surplus profits his remarks are entitled to attention and to respect. In "How to Invest" there is an absence of the dictatorial spirit and of the best known of the personal pronouns which does not always distinguish the productions of gentlemen associated with mining. His style is terse and vigorous, and his manner of stating facts and even hazarding opinions commands the attention of the reader. "How to Invest" has been almost wholly re-written. It might have been published under a new title, but the author has probably done well to adhere to the old one. There are several new chapters, as for example Remarks on Investing Money, Mining Prospectuses (a most valuable addition), and Home Mines. Mr. Bartlett prefers a somewhat heavy indictment against Indian gold mines, but it will be better known six months hence than now whether his fears are well or ill founded. It is stated that a large edition of "How to Invest," published at the beginning of the year, has been exhausted, and for the present one a yet enlarged measure of success is anticipated.

Welsh Mines.—The Newborough Silver-Lead Mine has been reported upon by Mr. E. J. Buru, of Llanrhaidr, Oswestry, and Mr. Henry Francis, of Llanidloes, but they have omitted to date the reports; the same may be said of Mr. Absalom Francis, of Rhosddu, Wrexham, on the British Silver-Lead Mines. The latter mines were favourably reported upon by Mr. Walter Eddy, of Fron, Llangollen, on June 30; he considers the mines a fair and legitimate undertaking, as they present the most promising appearances of any lead mining adventure in the district.

New Great Wheal Vor.—A Helston correspondent furnishes additional observations *a propos* of the developments at this mine. He writes: "There can be no doubt, as has been already stated, that this is the most extraordinary discovery in tin that has been made in Cornwall in modern times. There are two striking features which particularly arrest my own attention. The first is that so much rich tinstuff should be found so near the surface, whereas miners are generally satisfied if they find ore-yielding ground in depth. The second is that as depth is attained the lode improves both in size and richness. A few months ago, when the operations were first began, the croakers said that the lode would not hold out, but this has not proved correct, and now every practical mining man for miles around is decided in his opinion, that here is a mine that will very soon be equal to any of the very best mines of the present century. I fully share this opinion, and believe that the opening out at New Great Wheal Vor will prove a grand stimulus to the revival of tin mining throughout the county. I am reminded of the old times, and am persuaded that we are on the eve of a profitable experience, such as distinguished the earlier years of the Nineteenth Century. For instance, there was Wheal Buller, which on a subscribed capital of 1280*l.* yielded to the end of 1853 no less than 104,000*l.*, and shares were sold for 1000*l.* each. Tresavean with an outlay of 3000*l.* only returned in dividends 800,000*l.* From the year 1814 to June, 1848, it yielded the enormous quantity of 307,970 tons of copper ore, which realised 1,879,735*l.* 7s. 6d. In this mine the highest dividend was paid in 1833, when a sum of 60,480*l.* was divided among the shareholders; at the same time shares, 20*l.* paid, were sold for 2000*l.* each. Devon Great Consols is another extraordinary and well-known instance. The capital subscribed was 1024*l.*, but in 1857 the mine represented a market value of 425,000*l.*, while from 1844 to 1853—a period of 10 years—the dividends amounted to 375,808*l.* These are only two or three instances of the magnificent results of mining enterprise in Cornwall and Devon. I confess to the opinion—and I know it is shared by many competent judges—that New Great Wheal Vor will be a prize equal to the very best of the old mines. As for mining in Cornwall, it is but in its infancy, and after the long night of depression and gloom, which has overshadowed it for several years, a new epoch of substantial prosperity is at hand. The most far-seeing already discern the dawn."

MINERALOGICAL SCIENCE.

The Mineralogical Society of Great Britain and Ireland appears to be making satisfactory progress, and the admirable manner in which the Transactions are recorded and issued ensures to all connected with it the full benefits of membership, whether they be able or unable to attend the periodical meetings. The last issued volume of the Society's Magazine (London: Simpkin, Marshall, and Co.) contains the excerpt minutes of the Council meeting and of the general meeting, held in the Lecture Theatre of the Museum of Practical Geology in December last, of the meeting at the same place in February, and of the general meeting at the High School, Dundee, in March. The Transactions proper are principally occupied with an elaborate and interesting paper by the President—Prof. M. F. Heddle—in continuation of his record of the Geognosy and Mineralogy of Scotland. Referring to the rock sculpture of Sutherlandshire, he remarks that, notwithstanding the very considerable extent of shore line which the deepest seated rock exposes to the ocean, it exhibits extremely few illustrations of either cliff or rocky shore. The rocks which do occur are of considerably less altitude than even the great durability of the material of which they are composed would warrant us in expecting. The foremost conclusion certainly is that the present could not have been the oldest coast line, or indeed a coast line for any length of time—that had the old Hebridian land stood through the long ages of its waste at the same sea level as now, that sea must have, in many places, cut cliffs of an altitude very much greater than those which we now find upon its shores. The paper is rendered particularly lucid by the neat little sketches which the Professor gives of Cape Rath, the glaciated outline of Hebridian gneiss near the same place, Rhu Vuachil and Rochil Stack—Torridon sandstone, Rhu Kervaig and Stack a Chlo, Clo More, Poul a Vourin—all Torridon sandstone, also Whitten Head—quartzite cliff, and hornblendic bands of old gneiss enduring after removal of felspathic, south of Cape Rath. There are numerous analyses of the minerals met with and examined, but for these the reader must refer to the Transactions.

As Dr. Heddle's paper occupies 58 pages, it is, of course, impracticable to give even the briefest outline of it. It is followed by a valuable paper on the Chemical Composition of Epidote from Quenast by the Abbé Renard, read at the Swansea meeting in August, 1880; a paper on Brochantite and its associations, by Mr. W. Semmons, past President of the Liverpool Geological Society; and an interesting series of crystallogenetic observations, by Chevalier Von Hauer, of the Imperial Geological Institute of Vienna. The Transactions convey a vast amount of instruction.

CASTING INGOTS.

To produce an ingot of different grades of metal, for use in the manufacture of articles of steel or homogeneous iron, or iron and steel which shall possess the toughness of one grade of metal and the hardness of the other grade, Mr. E. Wheeler, of Philadelphia, U.S., uses by preference two Bessemer converters—one for one grade and the other for another grade of metal, and prepares a mould in which is placed a core. The metal is poured from one converter into the mould, and when that portion of the metal in contact with the core has become sufficiently hard the core is removed, the hard skin preventing the fluid metal from flowing into the space left by the core, into which space is at once poured molten metal of a different grade from another converter. This last mass of metal fuses the hard skin left by the withdrawal of the core from the first mass of metal, and the two metals become united and form a homogeneous ingot, in which, however, they occupy distict positions. In some cases the ingot is formed by heating a bar of one grade of steel or homogeneous iron nearly to the point of fusion, placing it in the mould in place of the core described above, and pouring another grade of metal into the space around the bar, the heat of this metal being sufficient to fuse the outer portion of the core, and thus effect a union of the two metals.

If it is desired to prepare an ingot with a soft centre and a hard exterior, the metal which is poured around the core may be cheap high phosphor steel or iron, while the metal which takes the place of the core is soft iron or steel low in carbon or homogeneous iron. If, on the other hand, it is desired to prepare an ingot with a hard centre and a soft tough exterior, the soft metal is poured around the core, and the high phosphor metal is poured into the interior. This latter arrangement of the metals in the ingot is especially desirable when it is to be employed in the making of armour plating. When the ingot is to be worked up into railroad rails it is preferable to make it with a hard centre and a soft exterior, with a preponderance of the soft metal on one side, so that when the ingot has been rolled into rails the head will be of hard metal, while the flange and sides will be soft. In ordinary rails, on the contrary, the head is almost invariably soft, while the flange is hard owing to the rapid cooling of the thin parts, while the head cools more slowly, and is consequently softer. The ingots thus cast being of malleable metals may be worked up into almost any and all articles of manufacture, among which may be mentioned railroad rails, and all the different kinds of railroad iron, as car axles, crank pins, nuts, bolts, screws, and nails, connecting rods, frog plates, coupling links and pins, and locomotive wheel tyres, and all kinds of bridge iron, channel, angle, and frost irons, beams, girders, and the like, also horse shoes, hoops, bands, wire, and chains, also boiler plate and tubes, and gun tubes, and monitor plate and armour plate, safe plate, fire box plate, and also iron for all agricultural implements, crow bars, harrow and rake teeth, and the like, and also all tools, such as sledges, hammers, turning tools, chisels, dies, and the like, and also all kinds of carriage iron, such as axles, tyres, brace iron, and so forth.

CASTING METALS.

Hitherto in the manufacture of ornamental castings or of plain castings of special forms in iron, bronze, or other metal, it has been the practice to employ metal flasks or mould boxes, into which the workman by hand tool has rammed the sand which is required to take the impression of the pattern. The process to which the invention of M. Jules Demogeot, of Paris, chiefly relates differs essentially from this because the sand is rammed by a machine, and also because instead of having at least two parts of the flask for each mould there is only a single flask for each description of piece or casting. Castings requiring only two flask parts in the ordinary method, such as bedstead frames, balconies, or architectural roses. According to the present invention the flask for these castings is composed of two pieces connected at one corner by a hinge and at another by a clamp or other fastening. The inside of the flask is well smoothed or dressed. The bottom is of cast-iron and likewise well dressed, and is connected by means of screws to one-half only of the flask. Above the bottom is a cast-iron or bronze plate having formed in it one of the faces of the mould to be produced; this plate is well dressed on all its edges, and the hollow of the pattern well polished. The height of the flask above this plate should be double that of the sand moulds to be produced.

The flask having been dusted with charcoal in order to prevent the adherence of the sand it is filled with unrammed sand; it is then placed in a press, the descending ram or plunger of which carries in relief the other face of the mould; the part carrying the design should enter the flask truly and freely, but have no play therein; it is of bronze or cast-iron, and is attached to the ram or plunger by means of a screw. The pressure having been given the flask is removed and opened, and the mould is then easily removed therefrom, the plate not being fixed to the bottom. There is thus obtained a sand mould presenting on one of its faces in relief one face of the pattern. By piling several of these moulds one upon another a number of spaces will be formed which can be filled with the molten metal. Each mould has a groove formed down its side, and has also several smaller grooves, these grooves being produced by projections on the flask. The large groove forms the gate or runner, and the smaller grooves allow of the escape of the hot gases which are disengaged from the sand during the casting. The moulds may be

piled on a cast-iron table and held by vertical plates, which are movable, so as to be capable of holding moulds of various dimensions.

Castings requiring more than two flask parts are differently treated. For a espagnolette, for example, the bottom of the flask and the plunger of the press will each carry in relief one-half of the mould, but instead of the face of the mounted handle, he makes in the large moulds a trapezoidal opening. In a small flask and with another press he makes small moulds exactly filling these trapezoidal openings, and having recessed therein the form of the face of the handle. He then mounts all these moulds as in the first case. For the manufacture of chains, which is very expensive with the ordinary method, the flask differs from the preceding. It is still composed of an iron frame, but three of the sides are fixed, and the fourth is held to the other by clamps. This side bears in relief one-fourth of the large link of the chain to be manufactured. The plunger of the press bears in relief at each side one-eighth of the small link. Thus, a sand mould is obtained which has recessed in one face one-fourth of the one link, and on a face perpendicular to the first two-eighths of the other link. Four of these moulds combined will give an entire link and two half links, and by placing four others at the side o the first four, two entire links are obtained united by anoth er, an so on.

METALLURGICAL FILTERING APPARATUS.

Reference was made a few months since to certain improvements in metallurgical processes introduced by Mr. J. F. N. Macay, of Charapoto, and he has now added a process of metallurgical filtering which promises to be of considerable practical utility. Before describing his invention he remarks that minute sub-division of the solid substances, pressure, motion, and heat generally, if not always, favour the solution of solid substances, whether the solution is the result of physical or chemical action, and that in effecting the separation of liquid from solid matters by filtration it is of the first importance to keep the filtering surface from being clogged by the particles of solid matter, and to present a clear and unobstructed filtering surface for effecting the rapid separation of the liquid from the solid matters; and he claims that by his present invention these important conditions are capable of being realised in a very effective manner.

Within a cylinder of wood or other material not chemically acted on by the materials treated or the re-agents employed is enclosed an inner cylinder of the same character, but perforated with holes and lined with asbestos-cloth or other suitable filtering material. Between the inner and outer cylinders there is an annular space, and the inner cylinder is kept in place by longitudinal and circumferential partitions, the former of which divide the annular space into a number of distinct compartments, each provided with a draw off cock for running off the liquid when separated by filtration. This cylinder is capable of being rotated, and is provided with doors or manholes in one of the heads by which the matters to he treated may be introduced, and the undissolved residue removed, and the cylinder is also provided with a tubular journal or journals for the introduction of steam or air under pressure, or otherwise, which may be blown, forced, or drawn into the annular space for the purpose of keeping the filtering surface clear. He places within the inner cylinder the ore or other matter to be treated (previously ground or otherwise reduced to a pulverulent state) together with the solvents by which it is to be treated.

By imparting rotary motion to the cylinder (the draw off cocks and man holes being closed) the solid matters are brought into intimate contact with the solvents, and by forcing steam or air into the space between the inner and outer cylinders, and thence through the filtering medium into the inner cylinder, any solid matters that may adhere to the filtering surface are disengaged therefrom, whereby the said surface is kept clear, and the solid matters are kept in suspension in the liquid. The annular space between the inner and outer cylinders being divided into compartments by longitudinal divisions, the liquid which passes through into it is carried round by the rotation of the cylinder and flows back into the inner cylinder, thus helping to keep the filtering surface clear and unobstructed. When the soluble substances are dissolved and it is desired to separate the liquid from the solid matters, the draw off cocks are opened, and then by giving a slow rotary motion to the apparatus the liquid may be decanted off from the bulk of the solid matter, and at same time filtered from any such matters which it may hold in suspension by passing through the filtering medium. By this rotary decanting action a practically clear filtering surface, unobstructed by solid matter, is constantly presented for the liquid to pass through.

FILTERED AIR SAFETY-LAMP.

An ingenious arrangement for increasing the safety and intensifying the light of safety-lamps, so as to enable petroleum to be used in place of the more expensive oils usually employed, has been patented by Dr. Heinzerling and Mr. Hammeran, of Frankfort-on Main, and consists principally in filtering the air through glass wool, asbestos, slag wool, or other finely divided fibrous mineral material before it is allowed to enter the cylindrical chamber of the lamp. By this means particles of coal dust are eliminated, and thus one source of danger never before, so far as they aware, provided against in safety-lamps is eliminated. The lamp is divided into three parts—the lower, middle, and upper parts. The lower part is composed of the oil box, and above that a wire gauze cylinder closed below the oil box, and above by a diaphragm of wire gauze. The interior of this wire gauze cylinder is filled with the mineral wool before mentioned. Through this cylinder the burner from the oil box passes, carrying a small cylinder or gallery for a lamp chimney. The middle part of the lamp consists of a strong glass cylinder, which is tightly fitted to the other two parts in any convenient manner. The third part is a wire gauze basket or chamber covered with a lid of wire gauze; this is strenghtened by brass or other stays brazed on to it, and is filled with the mineral wool aforementioned. On the bottom of the wire gauze basket is a small plate funnel or inverted bell axially over the burner. A strong iron wire frame or metal bar frame encloses the lamp, and can be opened on a hinge. It serves as a protecting and fastening frame for the three aforesaid parts, and can be shut with a padlock. It is preferably provided with large meshed wire netting to more thoroughly protect the glass cylinder.

The exact shape of the three parts of the lamp proper is immaterial, the main point being to arrange them so that the air shall have to pass through two thicknesses of wire gauze and the mineral wool before coming to the wick. The inventors have found that if in the wire gauze chamber below and the wire gauze basket above one or more layers of wire gauze are used safety is increased. That if the interstice between the wire gauze basket be filled with glass, thread, or silicious mineral wool of any kind, covered or incrusted with alum, sulphate of copper, or their equivalent, the threads covered with the sulphate or kindred salt absorb almost all the radiant heat, and at the same time the fine dust disseminated in the air that often causes explosions.

MANUFACTURE OF METALLIC SHEETS.—The mode of manufacturing sheets and plates of tin, zinc, and lead, and alloys of these, patented by the Hamburger Gummiwaaren Company, consists of bringing the metal in a molten state on to or between a pair of revolving rollers. If the rollers are made of sufficient diameter, and be cooled off by a flow of water, or by leading currents of cold air through the interior, sheets of metal of any desired thickness may be produced by directly rolling the same out of the molten metal. It is preferred to place the rollers, which are made of iron or steel, horizontally one beside the other in a framework. The bearings must be made adjustable to secure the exact distance required for rolling sheets of metal of certain thickness. The axles of the rollers are in communication by gear of cog wheels fastened to the same in a similar manner as the rollers of a rolling-mill for rolling iron or steel. The diameter of the rollers and the number of revolutions given to the same varies, and depends on the melting point and degree of hardness of the corresponding metal. For producing plates of metal after this process the rollers must first be placed close together to procuce a sheet of metal, and the distance between the rollers must during rolling only gradually be enlarged, as far as to correspond to the required thickness of plate. After the plate has arrived at the desired thickness the process of rolling may be carried on in continual action.

Meetings of Public Companies.

SCOTTISH AUSTRALIAN MINING COMPANY.

The half-yearly meeting of shareholders was held at the Cannon-street Hotel yesterday—Mr. ADOLPHUS WM. YOUNG, Chairman of the company, presiding. Mr. Grainger, the secretary, read the notice convening the meeting. The report was taken as read. The report states that the company's sales of coal amounted to 64,272 tons for the half-year ending the 30th of June last, and the net profit realised from the colliery during that period amounted to 2435*l.* 18s. 7d., as is shown by the annexed colliery profit and loss account, the necessary disbursements for maintenance and renewal having been made.

The directors have had the Cadia properties inspected and reported on, as respects their gold capabilities, by Mr. James Munday, of Victoria—a well and favourably known engineer—and have received his report, of date the 28th of June last, accompanied by a large box of specimens taken from different parts of the properties examined by him. From this report it appears that, although he found in the course of his examination no particular part of the properties to be very rich in gold, yet that metal proved to be very generally disseminated, more or less, throughout them at and near to the surface. From the alluvium at shallow depths and the reefs on the properties gold to the extent of 329 ozs. altogether has from time to time been raised; in one instance (in 1873) a nugget of upwards of 39 ozs., and in November 1880 several nuggets, varying from 1 oz. up to 12 ozs., were found. The deepest working on the reef does not exceed 163 ft. Eight reefs, more or less showing gold, have already been discovered on the properties. Past operations on the properties have proved that they were very rich for copper at and near the surface, ore having from time to time been raised from them which has yielded, including some ores purchased for the purpose of 3uxes, 976 tons of fine copper. The works, though numerous and extensive, have all been near the surface, the deepest level not exceeding 25 fms. from surface, except a portion of an adit into the sloping hill, the end of which may be said to be 40 fms. from surface. The ore raised has yielded 9, 12, 14, 17, and a considerable portion of it 20 per cent. of copper.

The accounts for the six months ended June 30 show a balance of profit (including 9852*l.* 11s. 7d. brought forward from the previous account) of 10,444*l.* 8s. 4d. The directors propose the payment of a dividend at the rate of 10 per cent. per annum on the paid-up capital of the company (160,000*l.*), free of income tax, which will require 8000*l.*, and to carry forward to next account 2444*l.* 8s. 4d. = 10,444*l.* 8s. 4d. It is proposed to make the dividend payable on Nov. 5.

The CHAIRMAN, in moving the adoption of the report, observed: When the board last met the shareholders they explained fully the causes which had led to the reduction of the price of coal to 8s. a ton. They stated that this reduction was not brought about by this company's manager; that, indeed, Mr. Morehead strongly disapproved of the step and considered it quite uncalled for. Since then, unfortunately, the collieries who had taken the lead in reducing the price had put it down further to 7s. a ton. Mr. Morehead had not followed them, but had upheld the price of Lambton coal throughout the half-year at 8s. a ton. Of course, when coal could be bought at 7s., no one would, if he could help it, go to a colliery which was asking 8s. The board had, therefore, felt no surprise that the sales of Lambton this half year were so much less than they were at the corresponding period of 1880, or that the collieries selling at 7s. had done so much larger a trade than Lambton had at 8s. The wonder rather was that Lambton had sold as much as 64,272 tons in the half-year, but the fact was the other collieries had found their powers very severely tried by the demand for their coal, which the low price of 7s. had brought to them, and had not always been able to supply all that was required, and had, therefore, had to refuse business sometimes. Thus it had happened that Lambton had been able to do a trade which, under the circumstances, could not be regarded as bad. It had left a small profit (although very small—9d. a ton), but that was better than throwing away the coal for nothing, which would be the case at 7s. a ton. In the meantime the company had kept its coal in the ground for better times. This was the history of the past half-year, and represented the position of matters at the present time. He had prepared himself to make some remarks in the way of forecasting the future, which would have included the expression of an opinion that before very long the various competing companies would come to see that the present price of coal was yielding them no profit, and would arrange to raise it. He was happy to say that his expectation on this point had been realised, for a telegram had that morning arrived from Sidney, from Mr. Morehead, dated yesterday, stating that the price of coal had been raised. The telegram was as follows: "All the Northern collieries agree to ten shillings as price during year 1882; no allowance or deduction whatever beyond two-and-half per cent." This was only what the board had been expecting, and he was glad that the telegram had arrived so opportunely. The price of ten shillings was a fair working price. It would leave a profit on working, and, at the same time, was not so high as to attract coal from England or elsewhere, or encourage the establishment of new collieries. As regards the matter of the companies' profits, it would be seen that the dividend now proposed was mainly paid out of profits that were not divided on the last occasion. It could not be expected that the profits of the current half-year would be better than those of the past one to any material extent, as up to December next present low prices would prevail, but there would be a certain amount of profit, and it was to be borne in mind that there was a reserve fund of 20,000*l.*, which the shareholders might use a portion of to make up a fair dividend if it should be thought prudent and desirable to do so. The Cadia property has been thoroughly inspected and reported on by Mr. Munday from Victoria. His report had been sent to all the shareholders along with reports by Capt. Holman, who had been for so long intimately and practically acquainted with the property. There was also given a report by Mr. John Darlington, who, it should be mentioned, did not speak from personal acquaintance with the property, but from an examination of the various reports that the board had laid before him to give his opinion upon. The matter was, therefore, pretty exhausively dealt with by the documents and the directors' report, and the board would now be very glad to hear the remarks of shareholders, and learn their views upon it. The Cadia property was a very interesting one. Iron, copper, and gold had been found upon it; the two former in very large, the latter at present only in small quantities. As regards iron, of course if cheap coal could be obtained in its near vicinity the working of it could be made profitable. The company's Lambton Colliery was too far away to be made available for the purpose, but if coal should be found near Cadia that would add great value to the property in respect of its iron contents. It had been rumoured that coal had been seen a few miles off, but at present this was no more than a rumour. The question was, what was to be done with Cadia? Should the company work it? Of course they had power to do so; but he thought the great body of shareholders would be averse to having capital called up (on which dividend would have to be paid) in order to embark on what, after all, was a speculation. (Hear, hear.) Should they just wait and hold the property for the chapter of accidents? If a body of persons could be found to buy the property or lease it, the board thought on the whole that that would be the best; but any sale must include two elements—a fair sum of money, and a share of profits in the shape of royalty. The board were quite prepared to entertain offers on those terms. They would not be inclined to sell the property without royalty, as they considered there were many chances of success about it; but for a fair sum of money and a royalty they would be happy to treat. He moved—"That the report of the directors be received and adopted, and that the dividend proposed therein at the rate of 10 per cent. per annum upon the paid-up capital of the company, 160,000*l.*, be confirmed; the same to be payable, free of income-tax, on and after Saturday, Nov. 5.—This was seconded by Alderman Sir CHARLES WHETHAM.

Mr. FREWER said he had had a great weight taken off his mind by the telegram announcing a rise in the price of coals. As regards Cadia he thought the company should have two strings to their bow, and that the board should work the property so that they might not be entirely dependent on coal. He thought Mr. Munday's report, which he had carefully studied, gave promise of more than merely reasonable success, and would justify the spending of 5000*l.* or 10,000*l.* by the company whenever prosperous times should again come round.

Mr. WARD (a director) reminded the last speaker that in past years the company had spent a good deal in working Cadia. If they had a large amount of surplus funds, as they had some time since, it might perhaps be desirable to resume operations upon it. If a good reserve fund should be again accumulated the working of Cadia might again become a matter for consideration.

A few remarks having been made by other shareholders,

The CHAIRMAN observed that the matter was a question of what it was prudent to do. Money had been spent by this company on Cadia, and it was a question of whether, on the whole, they should go further with a speculation which, however, was no doubt in many respects a promising one. Whatever was done by the directors they would take care that the company retained a good interest in the property.

The resolution was then put to the meeting and carried unanimously.

The auditors' fees were voted, and a vote of thanks to the Chairman and directors brought the proceedings to a close.

Original Correspondence.

INDIAN GOLD MINES.

SIR,—What has come over the Mysore and Wynaad crushings? Have any of the Wynaad companies commenced regular crushing? We know from the flourish of trumpets announcing the Maharajah's visit to Mysore, as given in the Indian papers, that the Mysore company had begun. Since that I hear from the spot that the mining captain found that more gold was washed away than should have been, and so he very properly stopped stamping, altered his machinery, put up additional pans to save the metal, and recommenced steady work on the 25th ult. The stone is got from two or more of the reefs the company is working on, one of them being of a thickness of over 18 feet. Why the directors of that company will not get news by wire of the gold got from (say) 100 or 200 tons, is inconceivable, particularly in the present state of the market for mining shares, when all delays but breed fresh rumours of bad outturns. It is also known as a fact in the district that four of the neighbouring mines are now working on the same or similar reefs, and two or three of them are hauling stone on to the bank. The Nundydroog Company give us reports of work done: why do nor the others? The outturn from crushing cannot, I am assured, be under 12 dwts. to 1 oz. per ton, depending, however, a good deal upon whether or not much of the surface stone has been mixed up with the stone from the deeper sinking. A WYNAAD AND MYSORE SHAREHOLDER.

DETERMINING THE QUANTITY OF WATER CARRIED MECHANICALLY BY STEAM.

It is known that saturated steam or vapour in contact with its generating liquid possesses for every degree of heat a pressure that cannot be exceeded. If, therefore, a recipient contains a certain constant temperature, a mixture of steam and of water carried off, thereby the pressure of this mixture will be constant even when the internal volume is increased. But as soon as, in consequence of the increase of volume, the water carried with the steam is entirely evaporated any further increase of volume will produce a decrease of pressure, because the steam, being no longer saturated, will then obey the same laws as other dry gases. If, therefore, the moment of such decrease of pressure be accurately observed, the quantity of water carried mechanically by steam of a given temperature and pressure can be readily determined by the increase of volume necessary to produce such decrease of pressure. The ratio of the weight of water carried thereby to that of the dry steam contained in the mixture will be the quotient of the increment of volume divided by the known original volume of the mixture. In practically applying this method of determining the quantity of water, Mr. F. A. Brocq, of Paris, employs a special apparatus which gives accurate results.

A closed casing provided with inlet and outlet valves, by which it communicates with the steam generator, contains two recipients of determined volume, having openings by which they communicate with the interior of the casing, which openings can be closed by slides, valves, or cocks from the outside. Each recipient contains a plunger or piston that can be made to travel therein by means of a screw spindle so as to increase or decrease the volume of the recipient. Between the two recipients is a vessel divided into two compartments which are filled with suitable liquid such as mercury, and have each a flexible diaphragm subjected respectively to the steam pressure in one of the recipients. The two compartments communicate with each other by a pipe leading to the outside of the casing where a portion of the pipe is of glass, and contains a moveable index, the tube being also filled with the mercury. In operating the apparatus the steam from the generator being in the first instance allowed to circulate through the casing and through the recipients, the openings of the recipients are closed and the plunger or piston of the one is moved by the screw spindle so as to increase its volume. So long as there is free water present the pressure in such recipient will remain the same as that in the other recipient, notwithstanding the increase in volume, but as soon as the volume is increased to such an extent that the whole of the free water is converted into steam, any increase of volume beyond that point will result in a reductioa of pressure in the recipient. In consequence thereof the excess of pressure in the other recipient in acting on the diaphragm of the gauge will force a portion of the mercury through the pipe into the other compartment, and in thus moving the index will show that there is no more free water present. On now determining the exact amount by which the volume of the recipient has been increased, which can be easily done by observing the number of revolutions of the screw spindle, the quantity of water carried by the steam can be readily calculated as already explained.

It will be evident that a single recipient might be employed, the diagram of the one compartment of the pressure gauge being acted upon directly by the steam in the casing itself, but it is preferable to employ two in order to insure uniformity of temperature on both

sides of the pressure gauge. It need scarcely be stated that any known construction of pressure gauge might be substituted for that described, provided it will indicate differences of pressure existing in two localities. Mr. Brock's method may be employed with advantage for regulating the superheating of steam, as it enables the action of the superheater to be so controlled that it will heat the steam only to the point of evaporation of the whole of the free water.

KEEPING VEHICLES ON THE RAILS.

An invention is now being introduced in France which although designed for use on railways would appear to be much more likely to prove successful in collieries, where the weight to be dealt with is considerably less, and where the arrangement could be more readily applied. When a tram or locomotive runs off the rails it will either sink in the ballast and destroy the road, or it will leave the road and descend the embankment, or run into the slope of the cutting, according to the nature of the road at which the accident takes place. Consequently serious accidents are likely to happen to persons in train or vehicle, and the rolling stock and permanent way are damaged, the line being frequently blocked for a considerable time. For repairing the line a numerous staff is required, and also special appliances are necessary for replacing the vehicles upon the rails. The inventor (Mr. H. Ruelle, C.E., of Paris) provides either in front of or behind the end wheels a part of a cylinder of sheet-steel which forms a slide or skate, and extends across the rails. It is solidly attached by means of a guard plate, which is made in one piece either with the longitudinal framing of the vehicle or in the case of wagons or carriages with the guard plate, according to the construction and arrangement of the rolling stock, and catches, projections, or flanges are provided upon the cylindrical surface so as to keep the vehicles which leave the rails upon the road.

It will be readily understood that as soon as the wheels leave the rails this apparatus transforms the vehicles, so to speak, into a sledge, which is guided by the flanges above mentioned. He sometimes places his device in front, and sometimes behind the wheels of each vehicle, but whatever may be the number of the wheels of the vehicle two only of the said apparatus or devices will be required. In a carriage or a tender it is as a rule more advantageous to arrange the apparatus between the two axles. This arrangement allows the two apparatus to be connected by tie-rods, and when so united they may be made smaller than would otherwise be possible, and thus may be manufactured at less cost. For locomotive engines it is preferable to arrange the apparatus at the ends, and this may also be adopted with other vehicles if found desirable.

Tae apparatus may also be provided with a couple of screw-jacks, by means of which a vehicle or engine that has left the rails may be replaced thereon, a screw uniting the two screw-jacks allowing the vehicle to be replaced upon the rails when it is brought to the level of the same. When a vehicle leaves the rails the said apparatus or devices constructed according to his invention carry the weight of the same; the wheels do not act upon the road except by their weight, and they become, as it were, loose or free. The inclined surface of the cylinder causes the vehicle which has left the rails to be moved away therefrom sufficiently so that the bolts of the fish-plates will not be cut. An engine which leaves the rails will at once slide on the said device; it will be held upon the road by the flanges, and not being able further to deviate thus prevents the other vehicles of the train from leaving the rails, which vehicles, without the said apparatus, might all have run off and obstructed the adjacent rails. The weight of the vehicle or locomotive engine, in consequence of the sliding thereof, assists in slackening the speed of the train or the locomotive which has left the rails. The driver and stoker can in a few minutes, by means of the screw-jacks which are placed in readiness, lift the engine, and by means of the connecting screw place it upon the rails.

HYDRAULIC LIFTING APPARATUS.

Instead of allowing the discharge water from the hydraulic cylinders of the lifts to flow away, Mr. Michael Scott, of Great Queen-street, Westminster, proposes to cause it to enter a hydraulic cylinder, having a plunger loaded so as to give such pressure as will nearly balance that required for supporting the crane or lift plunger, and from this cylinder he draws the water for supplying the hydraulic pumps that charge the accumulator at the higher pressure required for working the lifts or cranes. The pumps are thus supplied with water already under considerable pressure, and the work which they have to perform is reduced to that of giving the additional pressure required. This action of the pumps in conjunction with the intermediate cylinder may be obtained by combining the intermediate cylinder with a pump or accumulator. The cylinder has a loaded trunk position, so that the annular area may be smaller on one side than on the other.

When the lift or crane weight is desending the water from its cylinder is admitted to act on the full area of the loaded piston, causing it to rise, the smaller quantity of water from the annular space above the loaded piston being allowed to flow to waste. When it is required to raise the lift or crane communication is opened between the two ends of the cylinder, and also with the high pressure supply main; the loaded piston thereupon descends, forcing the contents of the cylinder partly along the supply pipe to the lift or crane, and partly to the annular space above the piston. Two or more cylinders with their loaded pistons may be arranged to work alternately or successively, as above described, so that their action may be continuous, as might be required when they are employed in connection with several lifts or cranes, and in such a case the piston of each may, by means of suitable tappets, work the valves of the others. When it is required to make these pistons act with varying pressure, he arranges in connection with their cylinders two or more subsidiary cylinders, the pistons of which may when required be connected to the load on the main piston, so as to increase or diminish it according as these subsidiary pistons are submitted to pressure in the one direction or the other.

SELF-LUBRICATING CORVE WHEELS.

The importance of attention to matters of tmall detail in connection with colliery operations was shown in an interesting paper read before one of the societies of mining engineers a few years since, and the suggestion has, no doubt, been productive of much economy. The automatic lubrication of corve wheels was amongst the first to receive consideration, and important improvements have from time to time been introduced. Messrs. TRIPPETT and WALTON, of Sheffield, now propose the construction of a hollow bossed wheel with, firstly, two internal bushes which are fitted tightly into the hollow boss of the wheel, on each side thereof, the said bushes bearing on the axle, and being so constructed and fitted as that they can be readily displaced and replaced by new ones when worn by the rotation therein of the axle; and, secondly, a perforated cylinder or cover extending over and fitting into the outside of the two bushes aforesaid, through which said perforations the oil (or other lubricant) in the hollow boss passes slowly to the axle. The wheel is recessed in the boss, and one bush can be driven or otherwise secured into one side thereof; the perforated cylinder can then be inserted in the hollow boss over the said bush, and the second bush can then be driven into or secured in the opposite side of the said boss. The bushes can be bored to fit smoothly into the axle. The hollow boss will be perforated for the purpose of filling it with oil, and the said perforation will have a plug or similar device to retain the oil in the hollow boss. The bushes and wheels can be made interchangeable, so that any bush will fit any wheel, and it is claimed that these wheels will be more dnrable than those of ordinary construction.

As a modification where two bushes are employed they can be so fitted into the hollow boss as to form practically a continuous bearing, the said bushes extending into the hollow boss until within, say, ¼ part of 1 in. of one another, the said bushes being grooved from their inner ends to allow the lubricant to pass to the axle. The space between the said bushes can have a perforated cover through which the lubricant will pass to the axle or otherwise. As a further modification, and for use with hollow bossed wheels, one bush only is employed, the form thereof being circular in cross section, or hexagon, octagon, or other convenient form on the outside thereof, and being bored to fit the axle, the hole in the boss of the wheel being of the same form as the outside of the bush; the bush will have a projecting collar at one end thereof which will bear up against the face of the wheel boss. The bush will have the perforations in or about the centre of its length through which the lubricant contained in the hollow box will pass to the axle; in fitting this bush into the wheel, the wheel or hollow boss will be heated and contracted on to the bush, which is inserted in the hole in the said boss, and the bush can be further secured by key, set screw, or other similar appliance.

PROTECTING IRON SURFACES.

There are probably few things of greater importance in connection with machinery used for industrial purposes than the thorough protection of the surfaces of the iron from the action of moisture and atmospheric influences, and, indeed, from corrosion generally. In the methods as at present practised for the preservation of articles of iron (namely, coating or covering them with paints, japans, enamels, the electro deposition of less oxidizable metals, or the formation of a film of of magnetic oxide on their surfaces), the protecting coat is very thin, and not able to withstand much wear and tear, or, when thick, the fineness and character of the casing is entirely destroyed. In consequence, moreover, of these protection materials being only laid on to the surface of the iron, the slightest abrasion renders the iron accessible to the action of oxidizing agents. For the purpose of overcoming the difficulties attending the perfect preservation of the iron, it is proposed, according to the process patented by Mr. Shedlock, of Uxbridge, to treat the surface bys ubjecting it in suitable vessels to the action of any acid solution possessing the properties of dissolving irou, and forming therewith soluble salts. Cast-iron being a combination of iron and carbon or graphite, the action of the acid solution is such that the surfaee iron is dissolved, leaving a porous skin of carbon or graphite of tenacity sufficient in itself to resist considerable wear and tear, and the thickness of which may be regulated by the length of exposure of the article to the action of the acid, and at the same time maintaining the exact outer form and delicacy of contour which the articles possess before treatment. The carbon or graphite skin thus formed is not a mere layer or detachable film, but forms a continuous substance with the body of the casting. All that is necessary for protecting the body of the iron is to fill up the pores of the graphite skin with a material possessing like qualities with the graphite. The materials applicable for this purpose are pitch, resins, india rubber and gutta-percha dissolved in suitable solvents.

When the graphite skin has acquired the desired thickness, by reason of the iron articles having been exposed to the action of the dissolving agent, they are removed from the vessel and placed in air-tight chambers, in which they are subjected to the action of hot or cold water or steam for the purpose of removing the iron salt which has formed in the pores of the graphite skin. As soon as it is ascertained that the iron salt in solution is removed from the pores of the graphite skin the solution water, &c., is removed from the air-tight vessel, and heat is applied to the exterior for the purpose of vapourising any water remaining and removing the vapour thus formed by means of a pump or other contrivance. A more or less perfect vacuum being formed in the air-tight vessel containing the cast-iron articles, communication is opened with the reservoir containing the solution of pitch, resin, india-rubber, and gutta-percha, which is forced in the air-tight vessel by the pressure of the atmosphere, and the pores in the graphite skin are filled with the solution, so that when the solvent is vapourised and withdrawn from the vessel the solid material is deposited therein, thus producing a perfectly protective skin or covering. Cast-iron vessels or apparatus prepared as described are capable of being used for the production or treatment of the most corrosive acids, and possess advantages which will enable them to replace the more costly and less efficient apparatus as now manufactured in glass, earthenware, and other expensive materials, both as to their greater durability and economy. Articles of cast-iron may also be used for electrical apparatus, such, for instance, as battery troughs, in which case the surface and pores of the graphite skin must be covered and filled with an insulating material prepared as a solution and the solvent removed, as hereinbefore described.

In some cases where it is desired not only to protect the articles of cast-iron from oxidation but to impart to their surfaces an ornamental appearance this may be secured by using pigments in combination with the protective solution, or it may be by the use of coloured enamels. When it is desired that the pores and surface of the graphite skin shall be filled and covered with an enamel, then it is not absolutely necessary to remove the iron salt from the pores of the graphite skin, but the articles may be removed from the vessel containing the dissolving agent, and at once placed in a vessel containing a solution capable of producing a double decomposition with the iron salt, suitable solutions for this purpose being the silicate of soda and the salts or oxides of lead. When silicate of soda solution is used, and the dissolving agent has been dilute hydrochloric acid, double decomposition of the two salts takes place, chloride of sodium being formed and remaining in solution, and silicate of iron being insoluble fills up the pores in the graphite skin. The surface of the article is now covered with an enamel of the desired colour, which upon being subjected to heat fluxes, and in combining with the silicate of iron contained in the pores of the graphite skin will form a hard vitreous enamel, capable of resisting rough usage, and effectually protecting the cast-iron article from oxidation. When it is desirable to produce an enamel on the surface and in the pores of the graphite skin which shall flux at a low temperature, then instead of employing the silicate of soda the oxides or salts of lead may be used, which, although producing an enamel protective against oxidation under ordinary conditions, yet is not sufficiently hard to resist heavy usage.

It will readily be understood that the invention may be utilised in ornamenting the iron to almost any extent. The pores and surface of the graphite skin may be filled and covered with the less oxidizable metals by means of electro-deposition, or they may be deposited from their solutions by simple immersion therein of the cast-iron articles, or the metals may be reduced from their salts or oxides at elevated temperatures. An example of such reduction suitable for the protection of an article of cast-iron is when the pores and surface of the graphite skin are filled with an oxide of lead and subjected to heat; the oxygen of the lead oxide combines with the graphite, forming carbonic anhydride or oxide, and the lead is deposited in the metallic state in the pores of the graphite skin. Other metallic salts and oxides are capable of producing like results under favourable conditions.

LEAD ORES.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
Oct. 27—Roman Gravels		50	£ 9 17 0	Nevill, Druce, and Co.
— ditto		50	9 15 0	ditto
— ditto		50	9 14 0	ditto
—Northern		20	8 17 6	J. Dinning.

BLENDE.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
Oct. 22—Frongoch		100	£3 0 6	Vivian and Sons.
— ditto		50	2 12 0	Dillwyn and Co.

BLACK TIN.

Date.	Mine.	Tons. c. q. lb.	Price p. ton.	Amount.	Purchasers.
Oct. 26—Wheal Coates		8 10 0 17	£61 17 6	£526 8 2	Redruth Co.

COPPER.

Date.	Mine.	Tons.	Price per ton.	Purchasers.
Oct. 27—Parys Copper		60	£2 18 6	Nevill, Druce, & Co.
— ditto		160	1 10 0	Newton Keats.
— ditto	(precip.)	60	8 15 0	Bibby, Sons, and Co.
—Morfa Du		70	1 15 6	ditto

THE LIST OF APPLICATIONS FOR SHARES will be CLOSED on THURSDAY, the 3rd November.

THE ISABELLE GOLD AND SILVER MINING COMPANY

(LIMITED).

Capital £150,000, in Shares of £1 each.

Issue of 25,000 Shares of £1 each. Payable 2s. on application, 3s. on allotment, and the balance of 15s. per share as it may be from time to time required in calls of 2s. 6d. per share, at intervals of not less than two months between the dates of each call.

DIRECTORS.

The Right Honourable the Earl POULETT, Army and Navy Club, S.W.—CHAIRMAN.
Admiral J. H. SELWYN, 16, Gloucester Crescent, Hyde Park, W.
Captain CHARLES LOUSADA, Beauchamps, Hollington, near Hastings.
HENRY FREDERICK AMEDROZ, Esq., 13, Blandford Square, N.W.
JOSEPH PYKE, Esq., Devonshire Place House, N.W.
HENRY SYME, Esq., The Drive, Brighton; and Portland Club, W.

BANKERS—The IMPERIAL BANK (Limited), 6, Lothbury, E.C.

SECRETARY—W. C. CHALMERS, Esq.

OFFICES—No. 114, PALMERSTON BUILDINGS, OLD BROAD STREET, E.C.

ABRIDGED PROSPECTUS.

The Directors of the Isabelle Gold and Silver Mining Company (Limited) desire to intimate that, according to advices received from their manager, he is actively engaged hauling pay ore from the mines of this company to the Exchequer Company's mill for immediate reduction into bullion. Certain alterations as well as additions were found necessary at this mill for the proper treatment of the Isabelle Company's ore, but these are now nearly completed; in the meantime, however, trials upon a small scale have been already made with very satisfactory results.

Mr. Lewis Chalmers, therefore, writes that he anticipates making regular shipments of bullion before the close of the present year.

Assays of this ore are by—

Mr. Lewis Chalmers.....	Gold, $20·67 per ton of 2000 lbs.	£ 4	5	4
	Silver, $92·88	19	3	5
	Copper, 40 per cent.	25	10	0
		£48	18	9
Mr. A. E. Arnold, F.C.S....	Gold, 1 oz. 6 dwts. 3 grs.	5	4	6
	Silver, 101 ozs. 18 dwts. 9 grs....	21	13	2
	Copper, 21 23·100 per cent.	13	10	9
		£40	8	5
r. Fred. Claudet	Gold, 1 oz. per ton 20 cwts.	4	0	0
	Silver, 64 ozs. 17 dwts. 0 grs. ...	13	15	7
	Copper, 18·50	11	15	10
		£29	11	5
Johnson and Matthey ...	Gold, 0·975 ozs. per ton 20 cwts.	3	16	10
	Silver, 57·150 ozs. „	12	5	6
	Copper, 20·20 per cent.	12	17	6
		£28	19	10

These last two assays are made from what is stated to be second-class ore, of which a considerable quantity has been already extracted, and is ready for treatment. The average value taken from the four assays is equal to 36*l.* 19s. 7d. per ton.

The manager states that the copper alone will more than cover all expenses, leaving the precious metals at net profit. The average of the gold and silver, according to the above assays, shows a value of 18*l.* 11s. per ton.

The mills at which the ore is to be worked can treat about 20 tons per day, and as there are about 300 working days per annum, the calculation of profits may readily be made.

To cover the various outlays, which, as previously indicated, have immediate returns of revenue in view, and at the same time prosecute explorations in the tunnel, additional capital is desirable, and the directors, therefore, invite subscriptions on the above terms for 25,000 shares of £1 each at par.

The directors at same time draw attention to a most important fact—namely, that the main gold and siver bearing lodes of the Isabelle Company have not even yet been tapped. Those of the I.X.L. Gold and Silver Mining Company, and those of the Exchequer Gold and Silver Mining Company, being at a greater distance from the mouth of the Isabella tunnel, of course, remain undeveloped pending its completion. It is, however, estimated that the vertical of these main Isabelle lodes will be intersected by the tunnel within 830 and 1130 ft. respectively from the present face, at a depth of 1200 ft.; the I. X. L. lodes about 3188 ft., at a depth of 1400 ft.; and the Exchequer lodes 3700 ft., at a depth of 1600 ft. At these depths very important and profitable results are expected from all of these gold and silver mines within a reasonable time.

The directors do not accept any fees, but make their remuneration dependent entirely upon the net profits actually made.

THE NEW GREAT WHEAL VOR TIN MINING COMPANY

(LIMITED).

Notice is hereby given, that the LIST OF APPLICATIONS FOR SHARES will CLOSE on SATURDAY, the 29th of October, for LONDON, and MONDAY, 31st of October, for the COUNTRY.

THE NEW GREAT WHEAL VOR TIN MINING COMPANY

(LIMITED).

Capital £100,000, divided into 100,000 Shares of £1 each.

2s. 6d. to be paid on application, and 7s. 6d. on allotment, the balance of 10s., if required, to be paid in instalments of not more than 2s. 6d. each, and at intervals of not less than three months.

It is, however, fully expected that no further calls will be necessary, 70,000 shares only to be allotted; the remaining 30,000 shares, with 10s. paid, being taken by the vendors in part payment.

Allotments will be made *pro rata*.

The vendors guarantee a dividend of 7½ per cent. per annum for two years.

SECRETARY—Mr. W. S. LAMBERT.

OFFICES—1, CROWN COURT, THREADNEEDLE STREET, LONDON, E.C.

BANKERS—ALLIANCE BANK (Limited), Bartholomew-lane, E.C.

PROSPECTUS.

This company is established for the purpose of acquiring and working an extensive sett, known as the New Great Wheal Vor, situated at Breage, near Helston, in the county of Cornwall, and adjoining the old Great Wheal Vor and Wheal Metal Mines.

Full Prospectuses, with Reports, can be had on application at the Company's Offices, 1, Crown-court, Threadneedle-street, E.C.

The following is the latest report from the Mine:—

NEW GREAT WHEAL VOR.

AGENT'S REPORT, OCT. 19.

We are still sinking and stoping at the No. 2 shaft as fast as possible. Our stopes with the shaft are 3 fathoms long, and the lode is 6 ft. wide, and tinny throughout, and worth £75 per fathom.

Every working day we are bringing up slabs of tin, little or much, from the shallow depth of 10 fms. 2 ft. from the surface. The last parcel brought to surface this day from the bottom was the richest since our commencement, and the lode is increasing in value every foot we sink.

GLAMORGANSHIRE.

FOR SALE, BY PRIVATE TREATY.

PRIMROSE COLLIERIES, SWANSEA VALLEY,

About eight miles from the Port of Swansea, and on the Swansea Vale Section of the Midland Railway.

THE ABOVE HIGHLY VALUABLE AND EXTENSIVE COLLIERIES, comprising an area of upwards of THREE THOUSAND ACRES, are now in the Market by reason of family arrangements, and the necessity for winding-up the Estate of a deceased Partner.

The Collieries are held for a long term of years at very reasonable royalties, a large outlay has been recently made on the property, and further works are in contemplation, which, when completed and fully developed, will be capable of yielding an output of from 600 to 800 tons per day.

The Coal is of a superior quality, commanding a ready market, it is second to none for fuel making, and being specially adapted for the manufacture of tin-plates, the bulk of the present workings is taken at the numerous works in that trade situate in the Swansea Valley and its adjacent districts, whilst the Port of Swansea, to which there is easy access by railway and canal, affords every facility for doing a large shipping trade, and the Midland (*via* the Great Western and Neath and Brecon Railways) puts the property into immediate communication with all other coal-consuming districts.

The Machinery and Plant on the Works are in good order and condition. The Loose Plant includes several rent-free Railway Trucks, whilst others held under redemption hire agreements have but short unexpired terms to run.

In addition to and occupied in connection with the Collieries is a good Farm, properly stocked, and numerous Cottages held upon beneficial leases, and the whole property forms a very valuable business concern, well deserving the attention of capitalists.

For further particulars and to treat, apply to the Primrose Colliery Company, Pontardawe, Swansea Valley; to Messrs. STRICKS and BELLINGHAM, Solicitors, Swansea; and to Mr. ALFRED CURTIS, Solicitor, Neath.

A BARGAIN.

FOR SALE, a NINETY-NINE YEARS' MINING LEASE, from 1838, of about THREE HUNDRED ACRES, at a royalty of £5 yearly, in MOUNTAIN LIMESTONE and MILLSTONE GRIT, &c.

There are SEVEN VEINS OF COPPER ORE, from 10 to 20 per cent.; also FIVE VEINS OF LEAD ORE, from 60 to 80 per cent.; and also indications, they say, of veins of CINNABAR or ores of QUICKSILVER. The outlay, &c., has been about £5000, and the present price is a similar amount, cash; and which is dirt cheap, considering that the royalty is next to nil, whilst some mines pay for same thousands yearly; and again the old men say there is plenty of ore. An adjoining mine made large profits, and the veins run into this sett.

Address, W. WEBB, New Dock, Llanelly.

THE LONDON AND SOUTH AFRICAN EXPLORATION COMPANY (LIMITED) WILL OFFER FOR SALE, BY PUBLIC AUCTION, at Kimberley, on the 6th of December next (unless previously disposed of by Private Contract), about ONE HUNDRED AND SEVENTY CLAIMS in the DIAMOND MINES of DU TOITS PAN AND BULTFONTEIN, of which some are in blocks, admirably situated for independent mining operations. Each claim has an acre of depositing ground.

Further particulars and plans may be obtained at the Company's Offices, No. 19, Finsbury Circus, London, where intending purchasers can treat for the claims.

NOTICE.

A VALUABLE MINING PROPERTY, situate within four miles of the City of Bristol, Gloucestershire, TO BE DISPOSED OF, the present sole owner (from ill health) wishing to creep out of this climate for a warmer one during the winter.

The area contains over 8000 acres, and will be divided into four districts.

For further particulars, apply (by letter only) to JOHN J. WHITTUCK, Esq., Hanham Hall, near Bristol, Gloucestershire.

N.B.—If not disposed of by Private Contract, will be offered for Public Sale in the month of November next.

FLUOR SPAR FOR SALE, splendid qualities, from ONE to FIVE HUNDRED TONS.

Prices and samples on application to GEO. G. BLACKWELL, Mineral Broker, 26, Chapel-street, Liverpool.

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Price and samples on application to the Secretary, Tamar Silver-Lead and Fluor-Spar Mining Company (Limited), 85, Gracechurch-street, London, E.C.

FOR SALE, a DOUBLE-ACTING DRAWING MACHINE for water-power, with reversing gear, all brass-bushed.

A LARGE IRON CAGE, with break, &c., in good condition, and calculated to draw the stuff in any mine for 200 fms. deep, WILL BE SOLD—A BARGAIN.

To treat, apply to the Manager of the Herodsfoot Mine, Liskeard.

TIN PLATE WORKS.

FOR SALE, BY PRIVATE CONTRACT, as a going concern, extensive and valuable TIN PLATE WORKS, advantageously situated in Glamorganshire.

For particulars, apply to Messrs. GASKOIN and FRY, Solicitors, Swansea.

ON SALE,—PUMPING ENGINE, inverted cylinder 60 inches diameter, 9 feet stroke, Cornish valves, cataract, wrought-iron main beam and cast-iron balance beam, box and weights. In first-class condition.

ONE PAIR COUPLED HORIZONTAL CONDENSING PUMPING ENGINES, cylinders 18½ inches in diameter, and 4 feet stroke. Heavy fly-wheel, 14 ft.; pinion, 4 feet 2 inches; spur, 11 feet 9 inches; pumping crank, wood connecting rods, and two cast-iron L legs.

Apply to H. BRAMALL and Co., Sankey Brook Collieries, St. Helens, Lancashire.

FOR SALE, a 30 H.P. PORTABLE STEAM ENGINE; with link-motion reversing gear, has drum and gearing complete for winding and pumping.

A 14 H.P. PORTABLE WINDING and PUMPING ENGINE.
Also a 6 H.P. PORTABLE HOISTING ENGINE.
Apply to—
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CLOSING OF SHARE TRANSFER BOOKS.

THE DIRECTORS of the COLAR GOLD MINING COMPANY (LIMITED)
Hereby give notice that the TRANSFER BOOKS of the company will be CLOSED from the 31st day of October to the 10th day of November next, inclusive.

20, Cockspur-street, S.W., Oct. 28, 1881.

LA PLATA MINING AND SMELTING COMPANY.—The Board of Directors have DECLARED a DIVIDEND of $15,000 out of the profits for the month of September, viz.—SEVEN AND A HALF CENTS PER SHARE, PAYABLE on November 1st, leaving at credit of Reserve Fund, $60,989·98.

F. ANDREWS, London Registrar.

21, Great Winchester-street, E.C., October 21st, 1881.

MINE "EL CALLAO," GUAYANA, VENEZUELA
COUPONS OF SHARES..... 322

Gold in bars produced in the month of August, 1881, and remitted to Messrs. Baring Brothers and Co., London, 6028·84 ozs.

DIVIDEND distributed for each coupon, $100.

(Signed) A. J. CAGNINACCI, Vice-President.
(Signed) VICTOR J. GRILLET, Treasurer.

TAKE NOTICE.—The "AUSTIN" or "NACUPAI" CONCESSION (numbered from 1 to 10 inclusive), situate in the Department Roscio, State of Guayana, United States of Venezuela.—I, the undersigned duly constituted Attorney of the Orinoco Exploring and Mining Company, hereby warn intending purchasers that the above CONCESSIONS (including "Austin, No. 9") are CLAIMED as the property of the Orinoco Exploring and Mining Company of Philadelphia.

(Signed) T. MORRIS PEROT, Attorney.

TAKE NOTICE.—The "ANDRAL" or "PANAMA" CONCESSION, situate in the Department Roscio, State of Guayana, United States of Venezuela.—I, the undersigned President and duly constituted Attorney of the South American Mining Company, hereby warn intending purchasers that the above CONCESSIONS are CLAIMED as the property of the South American Mining Company of Philadelphia.

(Signed) T. MORRIS PEROT, President and Attorney.

RIO TINTO COMPANY
(LIMITED).

Notice is hereby given, that AN EXTRAORDINARY GENERAL MEETING of the Company will be HELD at the Cannon-street Hotel, in the City of London, on FRIDAY, the 4th day of November, 1881, at Two o'clock in the afternoon, when the following Resolution will be proposed:—

SPECIAL RESOLUTION.

"That in accordance with the recommendation of the Board of Directors the Capital of the Company be increased by the issue of 100,000 Shares of £10 each."

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a second Extraordinary Meeting, which will be called for the purpose.

Notice is further given, that at the Extraordinary General Meeting hereby called the following Resolution will also be proposed:—

RESOLUTION.

"That in the event of the foregoing Resolution being confirmed as a Special Resolution the board of directors be and they are hereby authorised and empowered to issue and dispose of the 100,000 newly-created shares to such person or persons whether shareholders or not shareholders of the company at such time or times at such premium upon such terms (and if deemed expedient with a right to participate in the final dividend for year 1881) and in such manner as the board may think fit."

Holders of share warrants to bearer will receive a ticket of admission on depositing their warrants in accordance with the Articles of Association three days prior to the meeting, either at the Company's offices in London, or at the Société Générale, rue de Provence, 56, Paris; or at the Deutsche National Bank in Bremen.

Share warrants to be deposited in Paris must bear the French Government Stamp.

By order of the board,
R. J. FENNESSY, Secretary.

Offices of the Company—2, Copthall Buildings, London, E.C.,
25th October, 1881.

CHANGE OF ADDRESS.

FRED. W. NORTH, F.G.S., LAND AGENT AND MINING ENGINEER, Member Inst. North of England Mining Engineers, Inst. Mechanical Engineers, Royal Colonial Institute, late Mining Engineer for the Governments of Cape Colony and of Natal.

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THE OLD WHEAL ROSE SILVER-LEAD AND SPATHOSE IRON MINE.

This mine is in the parish of Sithney in the Mounts Bay. It is not near nor has anything akin to East Wheal Rose in Newlyn. This mine has only been worked 58 fms. deep, returning over £100,000 worth of lead, containing 60 ozs. to silver to the ton. This little depth for a lead mine in Cornwall is only where West Chiverton, East Wheal Rose, and other rich mines commenced to make; therefore, it is nearly maiden ground. The fullest particulars may be seen in Messrs. Thompson's pamphlet on Sound and Rising Mines. Sent post free. These shares are at present only 20s. each, fully-paid.

NEW PENROSE TIN AND COPPER MINE COMPANY (LIMITED).

This mine is in the parish of Breage in the Mounts Bay, and was extensively worked under the sea from the cliff, but never inland. Over £100,000 profit was made from the workings, but the sea broke in and the mine stopped; an immense area of mineral (maiden) ground is now being explored and worked inland, and the same lode which made such riches under the sea is now being sunk on. Any week a great discovery may be made. These shares are only at par @ 20s. each, fully-paid. Shareholders should apply for particulars. Capt. Charles Thomas, the late manager of Dolcoath, pronounced the mine a worthy undertaking.

THE ROYALTON TIN MINE COMPANY (LIMITED).

This mine is in the parish of St. Columb, the property of the Prince of Wales as Duke of Cornwall; it is only 25 fms. deep, and has been worked as an open-cutting, where the tin stone was so very prolific that £20,000 were realised with very slight machinery. No mine offers a better prospect of early success than this, as there are thousands of tons of tin stone now in sight. These shares are at par, or 20s. fully-paid, but will very soon go to a premium.

Messrs. THOMPSON and SON cannot guarantee to deliver any large quantity of these shares at par, as any day they may be dealt in at enhanced prices. Messrs THOMPSON invite a perusal of their circular, which contains particulars of other mines.

Plymouth, September 8th 1881.

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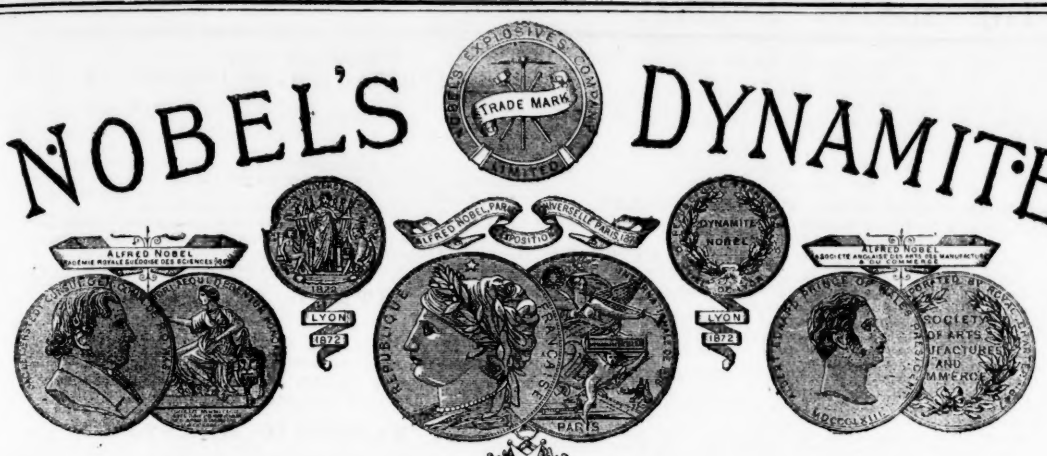

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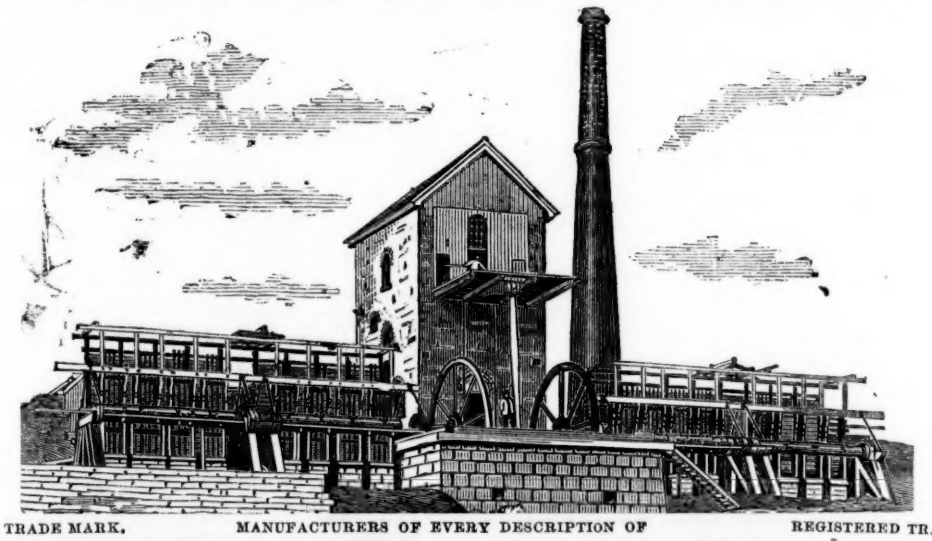

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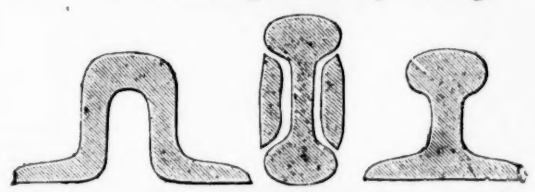

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TO ENQUIRERS.—Having received numerous letters asking for my gratuitous opinion on mining properties, I beg to state that I cannot afford time to answer letters of that description without the inclosure of a fee—at least of a half-a-guinea. R. SYMONS.
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THE MINING SHARE LIST.

BRITISH DIVIDEND MINES.

Shares.	Company	Paid.	Last wk.	Clos. pr.	Total divs.	Per sh.	Last pd.
3939	Blue Hills t, c, St. Agnes	4 6 6	3	2½ 3	0 4 0	0 2 0	May 1881
0000	Caron l, Cardigan*	2 0 0	2	1 2	0 4 0	0 2 0	Oct. 1878
6000	Carn Brea, c, t, Illogan†	9 7 11	30½	28 28½	52 1 8	0 10 0	Aug. 1881
10240	Devon Gt. Consols, c, a, Tavistock*†	1 0 0	8½	7¾ 8¼	118 7 0	0 6 0	Dec. 1880
4296	Dolcoath, c, t, Camborne	10 14 10	90	87 89	123 3 9	1 12 6	Aug. 1881
6400	East Pool, t, c, Illogan	0 9 9	45	42 42½	24 17 9	1 0 0	Aug. 1881
12500	Frongoch,* l, Cardgn (11000 sh.iss.	2 0 0	4	2½ 3½	0 4 0	0 2 0	Jan. 1881
40000	Glasg. Car., c* [30000sh. £1 pd., 10000 15s. pd.]		⅞	⅝ ⅞	0 13 10	0 0 6	Aug 1878
8500	Gorsedd and Merllyn Con., l, Flint.	2 10 0	3	2½ 3	0 5 0	0 5 0	Aug. 1877
15000	Great Laxey, l, Isle of Man*†	4 0 0	19	18 19	27 12 0	0 6 0	Oct. 1881
6400	Green Hurth, l, Durham*	0 6 0	7	6¼ 7	3 3 0	0 5 0	Oct. 1881
20000	Grogwinion, l, Cardigan*	2 0 0	3	2 3	0 16 4	0 1 6	July 1880
10240	Gunnislake (Clitters), t, c	2 2 0	3	2¾ 3	0 15 9	0 1 0	Mar. 1881
2800	Isle of Man, l, Isle of Man*	25 0 0	—		83 5 0	1 0 0	Sept. 1880
20000	Leadhills,* l, Lanarkshire	6 0 0	2	1¾ 2	0 15 0	0 3 0	Mar. 1878
400	Lisburne,* l, Cardiganshire	18 15 0	—		609 10 0	1 0 0	June 1881
10000	Mellanear, c, Hayle*	2 0 0	4½	4 4½	1 10 0	0 2 0	Oct. 1881
9000	Minera Mining Co., l, Wrexham*	5 0 0	9	8 9	69 0 8	0 1 6	Feb. 1881
20000	Mining Co. of Ireland, cl, c, l*	7 0 0	2¼	2 2¼	24 0 0	0 2 6	Jan. 1880
8000	Mona,* c, Anglesea	5 0 0	10	6 7	0 10 0	0 10 0	July 1880
11829	North Hendre, l, Wales	2 10 0	6	5¾ 6	3 12 6	0 2 6	May 1881
8146	Ditto	1 5 0	3½	3 3½	0 8 6	0 1 3	May 1881
2000	North Levant, t, c, St Just	13 6 0	4	3 4	4 16 0	0 3 0	Feb. 1881
5000	Penhalls, t, St. Agnes§	3 17 6	1½	1¼ 1½	3 17 0	0 1 6	Jan. 1881
6000	Pennant, l, bar, North Wales*	5 0 0	5	4 5	0 10 0	0 5 0	Mar. 1878
12000	Phœnix United, t, c, Link §	6 0 3	4¼	3½ 4	17 0 0	0 2 6	Mar. 1880
18000	Pr. Patrick,* s-l, (als.12000pf.10 p.c)	1 0 0	—		0 18 6	0 2 0	July 1880
10000	Red Rock,* l, Cardigan	2 0 0	2	1 2	0 4 0	0 2 0	Jan. 1878
12000	Roman Gravels, l, Salop*	7 10 0	12½	12 12½	8 11 0	0 5 0	June 1881
4000	Rhydalun,* l, Wales	10 0 0	—		0 5 0	0 5 0	Feb. 1880
512	South Caradon, c, St. Cleer†	1 5 0	55	50 55	749 0 0	1 0 0	July 1880
6123	South Condurrow, t, c, Camborne†	6 5 6	11	10 10½	8 13 0	0 6 0	Aug. 1881
9000	South Darren, l, Cardigan*	1 10 0	1¾	1½ 1¾	0 4 0	0 2 0	Apr. 1880
4500	South Wheal Frances, t, Illogan†	7 12 4	17	16 16½	40 15 6	0 10 0	July 1880
6000	Tincroft, c, t, Pool, Illogan†§	11 10 0	20½	19 19½	50 18 6	0 5 0	Aug. 1881
15000	Van, l, Llanidloes*	4 5 0	10	9 10	25 5 6	0 2 6	July 1881
3000	West Chiverton, l, Perranzabuloe†§	21 2 6	¼	⅛ ¼	55 10 0	0 10 0	Feb. 1878
12000	West Holway,* l, Flintshire	1 0 0	2	1¾ 2	0 1 0	0 1 0	Oct. 1881
512	West Tolgus, c, Redruth	95 10 0	14	13 15	33 0 0	1 0 0	Jan. 1879
1200	West Wheal Seton, c, Camborne†§	28 0 0	17½	15 16	223 0 0	0 7 6	Apr. 1878
6000	West Basset, c, Illogan†	7 0 4	14	13 13½	27 17 0	0 5 0	Oct. 1881
12000	Wheal Crebor, c, Tavistock	2 4 0	3½	3 3½	0 12 9	0 2 6	July 1881
1024	Wheal Eliza Consols, t, St. Austell	18 0 0	—		42 10 0	8 0 0	Aug. 1880
6000	Wheal Grenville, t, Camborne	15 0 0	12	11 12	0 7 6	0 2 6	Jan. 1881
4295	Wheal Kitty, t, St. Agnes	5 4 6	1¾	1⅜ 1⅝	12 18 6	0 1 6	Jan. 1881
3000	Wheal Peevor, t, Redruth	7 11 0	14½	12 13	8 4 6	0 6 0	Aug. 1881

FOREIGN DIVIDEND MINES.

Shares.	Company	Paid.	Last wk.	Clos. pr.	Total divs.	Per sh.	Last pd.
35500	Alamillos, l, Spain*†	2 0 0	1½	1 1½	2 4 0	0 1 3	Sept. 1881
130000	Almada and Tirito Consol., s*†	1 0 0	⅜	⅛ ⅜	0 6 3	0 1 0	May 1876
20000	Australian, c, South Australia†	7 7 6	2	1½ 2	1 5 6	0 2 0	Aug. 1881
15000	Birdseye Creek, g, California*	4 0 0	1¾	1⅝ 1⅞	0 18 0	0 2 0	June 1881
20000	Cape Copper Mining,*† South Africa	7 0 0	45	44 46	43 7 6	1 0 0	Sept. 1881
35000	Cesena Sulph. Co., Romagna, Italy*	10 0 0	—		1 1 0	0 1 0	Aug. 1879
50000	Copiapo, c, Chili* (£4 shares)†	3 8 0	3	2⅝ 2⅞	1 14 9	0 1 0	Aug. 1881
70000	English & Australian,*† c, S. Aust.	2 10 0	1¼	1¼ 1½	2 19 9	0 1 0	Mar. 1881
25000	Fortuna, l, Spain*†	2 0 0	4¾	4¼ 4¾	7 19 2	0 2 0	Sept. 1881
60000	Frontino & Bolivia, g, New Gran.*†	2 0 0	3½	3 3½	0 8 0	0 2 0	Jan. 1881
200000	La Plata, s-l, Leadville†	2 0 0	1½	1⅛ 1⅜	0 7 5	0 0 4	Aug. 1881
15000	Linares, l, Spain*†	3 0 0	6	5½ 6	18 17 10	0 3 0	Sept. 1881
66000	New Quebrada, c, Venezuela†	5 0 0	4½	4 4½	0 5 6	0 3 0	July 1881
1000	Ditto, Debentures	100 0 0	102	95 100	6 per cent.		
3000	Oregon, g, Oregon, U.S. (pref. sh.)	4 0 0	—		0 2 6	0 2 6	Dec. 1880
50000	Panulcillo, c, Chili*†	4 0 0	5½	4¾ 5¼xd.	0 16 9	0 3 6	Oct. 1881
25000	Pitangui,* g, Brazil (in. 6000 £1 pd).	0 10 0	—		0 1 0	0 1 0	Sept. 1880
10000	Pontgibaud, s-l, France†	20 0 0	12	10 12	28 17 6	0 7 3	Dec. 1880
100000	Port Phillip, g, Clunes*† (£2 shares)	1 0 0	½	⅛ ⅜	1 14 2	0 0 10	Feb. 1881
54000	Richmond Consol., s, Nevada*†	5 0 0	15½	15 15½	12 11 6	0 10 0	Aug. 1881
858880	Rio Tinto,*c, Sp.Coup.Bds., Huelva.	100 0 0	101	100 102	5 per cent.		July 1880
225000	Ditto, shares	10 0 0	24½	24 25	0 18 0	0 8 0	Nov. 1880
40000	Santa Barbara,* g, Brazil	0 10 0	2	1¾ 2	0 11 9	0 1 0	June 1880
120000	Scottish-Australian Mining Co.*†	1 0 0	1¾	1⅝ 1⅞	10 p. cent.		Apr. 1881
80000	Ditto, New	0 10 0	⅞	¾ 1	10 p. cent.		Apr. 1881
50000	Sentein,* s-l, bl, Ariège, France	1 0 0	⅝	½ ⅝	0 2 0	0 2 0	Jan. 1880
22500	Sierra Buttes, g, California*†	2 0 0	1¾	1½ 1¾	2 2 6	0 1 0	Apr. 1881
40625	Ditto, Plumas Eureka	2 0 0	2¾	2½ 2¾	2 13 0	0 3 0	Apr. 1881
100000	So. Indian,* g, Madras (fully pd.)†	1 0 0	1½	1¼ 1½	0 4 0	0 4 0	Aug. 1881
253000	St. John del Rey*† (£5 Stock and multiples dealt in)			180 190	5 p.c. for half-year, Dec. 1880		
92566	Tharsis,* c, sul, Spain (31000 s. 7l. p.)†	10 0 0	43½	41½ 42½	6 10 0	2 10 0	June 1881
20000	Tolima,* g, s, Colombia	5 0 0	—		1 16 6	0 4 9	Apr. 1881
25000	Victoria* (London), g, Australia	1 0 0	—		0 13 10	0 0 8	Feb. 1881
15000	Western Andes, s, Colombia	5 0 0	—		2 18 0	0 2 6	Aug. 1880
2100	W. Prussian (5500 pref. sh. £10 pd.)	10 0 0	10	9 10	4 2 0	0 8 0	Apr. 1881

§ Have made calls since last dividend was paid.

NON-DIVIDEND BRITISH MINES.

Shares.	Company	Paid.	Last wk.	Clos pr.
30000	Alston United,* l, Cumberland	1 0 0	1⅛	
12000	Assheton, l, Carnarvonshire*	5 0 0	¾	½ ¾
10000	Atlantic,* c, l (res. shares 28,000)	1 0 0	1¾	1¼ 1¾
36000	Basset & Buller Cons.,* c. t, Illogan.	1 0 0	—	
11583	Bedford Unit.,* c, Tavis.(£1 liab.)	0 8 0	1⅞	1¼ 1⅜
30000	Blackburnbanks & Gildersdale, l	0 5 0	½	⅜ ½
30000	Bodidris,* l, bl, Denbighshire	1 0 0	⅞	¾ ⅞
30000	British,* s-l, bl, Wrexham	1 0 0	1⅛	1 1⅛
20000	Bwlch United,* l, Cardigan	0 17 6	3¼	3 3¼
25000	Callington Consols*, t	2 0 0	2¼	2 2¼
50000	Cambrian,* s-l, c, Cardiganshire	2 0 0	—	
50000	Carn Camborne, t, c, Camborne	1 0 0	1	¾ 1
20000	Carnarvon,* c, Carnarvonshire	1 0 0	⅞	⅜ ⅝
37500	Carnarvonshire Cons.,* l, Llanrwst.	2 0 0	¾	¾ 1
30000	Carpella Consols,* St. Stephens	1 0 0	1¼	1 1¼
6000	Cathedral Cons., c, t, Gwennap	0 10 0	—	
20000	Central Foxdale,* l, Isle of Man	1 17 6	2¼	2 2¼
25000	Coed-y-Fedw&Pant-y-Buarth,* l	1 0 0	1¼	1 1¼
2450	Cook's Kitchen, t, Illogan†	30 14 9	25½	24 24½
15500	Court Grange United*, s-l	1 0 0	—	
6400	Crook Burn,* l, Cumberland	0 12 6	⅜	⅛ ⅜
14000	Crosswood Mining Lands,* l*	1 0 0	1¼	¾ 1¼
45000	D'Eresby Mountain, l, bl, Llanrwst.	0 10 0	2½	2 2½
20000	Denbighshire Consolidated,* l	3 0 0	3	2 2½
12000	Derwent,* l, Durham	4 0 0	1½	½ 1
50000	Devon,* c, bl, Tavistock	1 0 0	—	
60000	Devon Friendship,* c, ars, Tavistock	1 0 0	1⅛	1 1¼
12000	Devon Great United* (2l. shares)	1 5 0	1¼	⅞ 1⅛
50000	Drakewalls,* t, c Calstock	1 0 0	¾	½ ¾
10000	Dubby Syke, l, Durham*	1 0 6	¼	⅛ ¼
12000	East Blue Hills, t, St. Agnes	0 5 0	½	⅜ ½
6000	East Botallack, t, St. Just	0 8 0	1¾	1¼ 1¾
6144	East Caradon, c, St. Cleer‡	4 3 6	¾	½ ¾
4000	East Chiverton, l, Perranzabuloe	10 4 9	2	1¾ 2¼
30000	E. Craven Moor,* l. Pateley Bridge	1 0 0	¾	⅝ ⅞
12000	East Crebor, c, Tavistock	0 11 6	¼	⅛ ¼
15000	East Devon Cons.,* c, Buckfastlgh.	2 0 0	3	2½ 3
30000	East Herodsfoot, s-l, Liskeard	1 0 0	1⅛	1 1⅛
20000	East Long Rake,* l, Wales	1 0 0	1¼	1⅛ 1¼
21000	East Roman Gravels,* l, Salop	0 15 0	1	⅞ 1
18000	East Van, l, Llanidloes*	5 0 0	1½	1 1½
4096	East Wheal Buller, t, c, Gwennap	0 10 0	—	
2048	East Wheal Lovell, t, Helston	15 3 6	3	2¼ 2¾
100000	East Wheal Rose,* s-l, Newlyn East	0 10 0	—	
12000	Gawton,* c, Tavistock (2l. shares)	1 16 0	⅝	½ ¾
14000	Glenroy,* s-l, Isle of Man	4 0 0	½	⅜ ⅝
30000	Gobbett,* t, Dartmoor	1 0 0	1¼	1⅛ 1¼
10000	Goddards,* l, b, Carnarvon	1 0 0	1¼	1 1¼
32000	Goginan,* l, Cardiganshire	1 0 0	1¼	1 1¼
25000	Goodevere, t, St. Cleer	1 0 0	1¼	1⅛ 1¼
20000	Griffin,* s-l, Carnarvon	1 0 0	—	
20000	Great Dyliffe* (10000 sh. issued)	1 0 0	1⅛	⅞ 1⅛
12000	Great Holway,* l, Flintshire	5 0 0	5½	5 5½
100000	Great Polgooth United,* t	1 0 0	1	¾ 1¼
6000	Great West Chiverton, l, St. Agnes.	0 5 0	⅜	¼ ⅜
10000	Gwern-y-Mynydd,* s-l, Flint(pref.)	4 0 0	1½	1¼ 1½
70000	Gwydyr Amal.* l, bl, Carnarvon	1 0 0	¾	½ ¾
12000	Herodsfoot, l, near Liskeard†	0 10 9	⅝	⅜ ⅝
18000	Hingston Down, c, Calstock*†	0 12 0	1½	1¼ 1⅜
20000	Kirkmichael,* l (2000 unissued)	1 0 0	1⅛	1 1⅛
6000	Killifreth, t, Chacewater	4 1 6	1⅞	1¾ 1⅞
25000	Kit Hill Gt. Cons.* c, ars-m, (2l. sh.)	0 15 0	⅞	⅝ ⅞
15000	Lady Ann,* s-l, Llanarmon	1 0 0	1⅛	⅞ 1⅛
30000	Lady Ashburton,* s, Callington	1 0 0	1⅝	1⅜ 1⅝
15000	Lady Bertha,* c, Tavistock	1 0 0	—	
2500	Levant, c, t, St. Just	11 10 0	1⅝	1½ 1⅝
15000	Llandegla,* l, Wales	1 0 0	1⅛	⅞ 1⅛
10000	Lomax,* s-l, Helston	1 0 0	1¼	1 1¼
5120	Lovell, t, Wendron	0 16 0	1½	1¼ 1½
9000	Marke Valley, c, Linkinhorne‡	6 8 6	1½	1¼ 1½
6000	Medlyn Moor, t, Wendron	3 15 10	—	
23000	Mid-Devon,* c (& 17000, 3s. 4d. pd.)	0 6 8	—	
20000	Mona Consols,* c, Anglesea	1 0 0	1⅜	1⅛ 1⅜
15000	Monkstown,* man, Devon	2 0 0	2⅝	2⅜ 2⅝
20000	Mostyn Consols,* s-l, Flint	1 0 0	—	
10000	Mynydd Gorddu, l, Cardigan*	4 0 0	4	3½ 4
12000	Morfa Du, z, g, s, Anglesea*	1 0 0	⅞	⅝ ⅞
80000	Mounts Bay,* c, t, Breage	0 10 0	⅜	⅛ ⅜
6144	Mount Carbis, t, c, Redruth	1 0 0	3¼	3¼ 3½
2400	New Cook's Kitchen, t, Illogan	8 1 0	6	5 5½
8000	New Dolcoath, t, c, Camborne*	3 0 0	—	
10000	New Holmbush,* t, c, Callington	2 0 0	—	
6000	New Kitty, t, St. Agnes	0 10 0	2½	2 2½
12000	New Penrose,* t, c, Helston	1 0 0	1¼	1⅛ 1¼
3500	NewTincroft,* t, Lelant	6 0 0	½	¼ ½
2000	New Trumpet, t, Wendron	0 10 0	1¼	1 1¼
12000	New West Caradon, c, Liskeard	0 2 6	⅝	⅜ ⅝
3000	New Wheal Peevor, t, Redruth	0 10 0	2¼	1¾ 2¼
35000	New Wye Valley, l, Montgomery.*	1 0 0	1¼	¾ 1¼

NON-DIVIDEND MINES—*continued.*

Shares.	Company	Paid.	Last wk.	Clos pr.
20000	North Alfred, c, Phillack	0 10 0	1⅜	1⅛ 1⅜
5328	North Busy, t, c, Blackwater	0 15 8	⅞	⅝ ⅞
10000	N. D'Eresby Mount.,* l, bl, Carnarv.	1 0 0	1¼	1 1¼
25000	North Goginan,* l, Cardiganshire	1 0 0	1¼	1 1¼
12000	North Herodsfoot, l, Liskeard	0 8 6	¾	⅜ ⅝
50000	North Molton,* c, mn, i, Devon	1 0 0	—	
6000	North Penstruthal, t, c, Gwennap	1 14 6	1	¼ ¾
2936	North Treskerby, c, St. Agnes	8 17 10	—	
8000	Northern,* l, Durham	1 0 0	1⅜	⅞ 1
40000	Okel Tor,* t, c, a, Calstock	1 0 0	1½	1 1½
80000	Old Shepherds s-l, Cornwall	0 10 0	—	
12000	Pandora,* l, Carnarvon	2 0 0	¾	½ ¾
11612	Pant-y-Mwyn,* l, Mold	2 0 0	2⅛	1⅞ 2⅛
45000	Parys Corporation,* c, Anglesea	1 0 0	⅞	⅝ ⅞
7500	Pateley Bridge, l, Yorkshire	1 0 0	—	
6000	Pedn-an-drea, t, Redruth	2 7 0	4¼	4 4¼
12000	Pelyn Wood, c, Lanivery	0 5 0	⅝	⅛ ¼
600	Pendarves United, c, Camborne	8 0 0	2½	2 2½
30000	Penhale and Barton, t, St. Columb	1 0 0	1⅛	1 1⅛
12000	Pen-yr-Orsedd,* l, Flintshire	1 0 0	1¼	1 1¼
15000	Perran Consols,* s-l	1 0 0	1¼	1 1¼
100000	Pioneer,* var. Wales	1 0 0	1¼	1 1¼
10000	Po'rose, t, Cornwall	0 13 6	⅞	⅝ ¾
10000	Port Nigel,* s-l, Carnarvonshire	2 0 0	2	1½ 2
6000	Prince Royal, t, c, s-l, St. Agnes	1 0 6	1½	1¼ 1½
12000	Prince of Wales, c, s, Calstock	0 11 6	⅞	⅝ ¾
15000	Royalton,* t, St. Columb	1 0 0	1⅛	1 1⅛
36000	Russell United,* c, Tavistock	0 15 0	⅞	⅝ ⅞
30000	Silver Hill,* Callington	0 10 0	⅝	⅜ ⅝
40000	Sortridge,* c, Horrabridge	1 0 0	1¼	1 1¼
6000	South Carbis, t, c, Redruth	0 10 0	¾	⅝ ¾
35000	So. Devon Unit.,* c, Buckfastleigh.	1 0 0	1⅝	1¾ 2
5000	South Dolcoath, c, t, Illogan	0 12 0	½	¼ ⅜
6000	South Penstruthal, t, c, Gwennap	1 12 6	⅜	¼ ⅜
6000	South Tolcarne, t, c, Camborne	4 6 6	2¼	1½ 2
40000	South Wheal Crebor*, c, Tavistock	1 0 0	1	⅝ ¾
2043	South Wheal Crofty, c, Illogan	19 14 6	11½	10 10½
40000	Tamar, s-l, Bearalston*	1 0 0	1½	1 1½
110000	Tankerville Gt. Consols, l, Salop*	0 10 0	½	⅜ ⅝
6400	Teesdale,* l, Durham (pref.)	1 0 0	¼	⅛ ¼
20000	Tin Hill,* t, St. Stephens	1 0 0	1⅝	1¾ 1⅞
10000	Temple,* l, Cardigan	1 0 0	—	
12000	Trevince Consols, t, c, Gwennap	0 5 0	1¼	1 1¼
6000	Trugo, c, St. Columb	0 8 0	1½	1 1¼
10000	Tyn-y-Fron,* l, Cardiganshire	1 0 0	1½	1¼ 1½
35000	Un. Van & Glyn,* l, (& 17500 pref. sh)	1 0 0	⅜	¼ ⅜
1000	Vaughan,* l, Cardiganshire	10 0 0	—	
18000	Victor,* l, Cilcen, Flintshire	0 14 0	½	¼ ½
15000	Vincent,* t, Altarnum	1 0 0	1¼	1 1¼
20000	Walkham United,* t, c, Tavistock	1 0 0	1⅛	1 1⅛
12000	West Assheton, l, Carnarvon	1 0 0	2	1¾ 2
12000	West Caradon, c, St. Cleer	0 6 9	1¼	1 1¼
3000	W. Craven Moor, l, Pateley Brdge*	10 0 0	—	
12000	West Crebor, c, Tavistock	0 5 0	⅝	⅜ ½
10240	West Devon Consols, c, Calstock	1 0 0	1½	1 1¼
10000	West Godolphin, t, c, Breage	0 15 0	2½	1¾ 2
6000	West Kitty, t, St. Agnes	0 12 0	9½	8½ 9
20000	W. Lisburne,* l, (1l. sh.) Cardigan	1 0 0	1½	1¼ 1½
3000	West Mary Ann, l, Menheniot	1 13 0	1	⅞ 1
20000	W. Pateley Bridge, l, Yorkshire	1 0 0	1¼	¾ 1¼
12000	West Phœnix, t, c, Linkinhorne	0 16 2	1⅛	⅞ 1⅛
6000	West Polbreen,* t, c, St. Agnes	0 2 0	1⅜	1¼ 1½
5190	West Poldice, St. Day‡	6 0 0	6¾	6 6½
10000	West Vor,* t, Helston	2 0 0	2	1½ 2
2048	West Wheal Frances, t, Illogan‡	30 1 3	20	18 18½
3000	West Wheal Peevor, t, Redruth	3 0 6	14½	13½ 14
12000	West Wye Valley,* l, Montgomery.	3 0 0	—	
6000	Wheal Agar, c, Illogan‡	14 8 0	15	14 14½
6144	Wheal Basset, c, Illogan‡	6 1 0	6	5 5½
3000	Wheal Boys, t, Redruth	0 16 0	2½	2 2½
12000	Wheal Coates United,* t, St. Agnes	0 17 6	1⅞	1⅝ 1¾
2585	W. Comf., & No. Tres., t, c, Gwennap	2 2 0	2½	2 2½
50000	Wheal Elizabeth,* t, Cornwall	1 0 0	⅞	⅝ ¾
5000	W. Fortune,* s, c, ars, Harrowbarrow	1 0 0	3	2½ 3
15000	Wheal George,* t, bl, Carnarvon	1 0 0	3	2¾ 3
12288	Wheal Jane, t, Kea‡	1 10 8	1½	1⅛ 1⅜
12000	Wheal Jewell, c, St. Hilary	0 16 6	¾	⅜ ⅝
25000	Wh. Hony and Trelawny, s-l, Lisk.	2 0 0	3	2½ 3
12000	Wheal Lusky, t, Callington	0 1 3	—	⅜ ½
2000	Wheal Owles, t, St. Just‡	7 3 0	—	
6000	Wh. Prussia, & Cardrew, t, c, Rdrth	2 0 0	1¾	1⅜ 1⅝
6000	Wheal Sisters, t, Lelant	3 10 0	2	1 1½
4096	Wheal Uny, t, c, Redruth	15 16 0	3¾	3¼ 3½
4000	Ystwith,* l, Cardigan	1 0 0	1⅛	⅝ ⅞

bl, blende; *c*, copper; *g*, gold; *l*, lead; *s*, silver; *sl*, slate; *s-l*, silver-lead; *t*, tin; *z*, zinc; *i*, iron; *a*, arsenic.
* Limited Liability Companies; † quoted on the Stock Exchange; ‡ have paid dividends.

NON-DIVIDEND FOREIGN MINES; FOREIGN AND MISCELLANEOUS STOCKS; TRAMWAYS; INSURANCE COMPANIES; GAS, IRON AND COAL, WAGON COMPANIES, &c.

NON-DIVIDEND FOREIGN MINES.

Shares.	Company	Paid.	Clos. pr.
67000	Akankoo,* g, Gold Coast	0 5 0	
64880	Anglo-African,*d, Kimberley,†	2 0 0	2¾ 3¼
12000	Arendal, c, Norway	4 0 0	2½ 2¾
120000	Asia Minor,* s-l, Lidjessy, Sivas	0 7 6	
30000	Bratsberg,* c, Norway	2 0 0	
40000	Brazilian, g,* Brazil	1 0 0	1 1¼
200000	British Australian,* g, N. So. Wales	1 0 0	
10000	Buena Ventura,* l, Spain (fy.pd)	2 0 0	
30000	California,* g, Colorado	1 0 0	¾ 1
130000	Callao Bis,* g, Venezuela	1 0 0	
15000	Canada,* g	1 0 0	
82500	Canadian, c, sul,* Canada†	4 0 0	1⅜ 1⅝
23000	Central Jagersfontein Diamond*	5 0 0	2¼ 2¾
00000	Cherambadi (Wynaad) District,* g.	1 0 0	
00000	Chile,* g, Venezuela	1 0 0	
06505	Chontales, g, s, Nicar.*† (98000 iss)	1 0 0	1/16 3/16
75000	Colar,* g, Mysore	0 10 0	
75000	Colombian Hydraulic, g, Colombia	1 0 0	
65000	Colorado United, s-l Colorado*†‡	5 0 0	2⅜ 2⅝
00000	Cootacovil,* g, Wynaad	1 0 0	
120000	Devala Central,* g, Wynaad	1 0 0	½ ¾
200000	Devala Moyar,* g, Wynaad†	1 0 0	1 1¼
75000	Devala Provident,* g, Wynaad†	0 10 0	1/16 3/16
50000	Dieu Donné,* g, Surinam	0 12 6	
100000	Dingley Dell,* g, Devala, India	1 0 0	
100000	Don Pedro North del Rey*	1 0 0	¼ ½
205168	Eberhardt, s, Nevada*†	1 0 0	⅝ ⅞
20000	English Australian, g, Victoria*	1 0 0	⅞ 1⅛
65000	Eureka,* s, Nevada	1 0 0	
00000	Exchequer, g, s, California*†	1 0 0	1/16 3/16
160000	Flagstaff District,* s.g. Utah	1 0 0	
65000	Gold Coast,* g, Wassau	1 0 0	
140000	Gold Hill,* g, North Carolina	1 0 0	1 1¼
250000	Gold Mining Assn. of Canada*	1 0 0	
50000	Great Consolidated of Spain	4 0 0	4 4½
75000	Great Southern Mysore,* g	1 0 0	
20000	Hoover Hill,* g, North Carolina	1 0 0	⅜ ⅝
10000	Hornachos,* s-l, Spain	10 0 0	6 7
12000	Hultafall,* l, bl, Orebro, Sweden	5 0 0	
150000	Indian Consolidated,* g	1 0 0	¾ 1
100000	Ind. Glenrock,* g, Wynaad†	1 0 0	1¼ 1½
150000	Indian Mammoth,* g, Chulimulla.	0 5 0	
150000	Indian Phœnix,* g, Wynaad†	1 0 0	¾ 1
150000	Indian Trevelyan,* g, Wynaad	1 0 0	¾ 1
100000	I.X.L., g, s, California*	1 0 0	1/16 3/16
50000	Javali, g, Nicaragua*	2 0 0	
50000	Kapanga,* g, New Zealand	1 0 0	⅜ ⅝
125000	Keystone,* g, North Carolina	1 0 0	
100000	La Concepcion,* g, Venezuela	1 0 0	
65000	London and California, g*†‡	2 0 0	1/16 3/16
135000	Madras,* g, Mysore	1 0 0	
100000	Michipicoten,* nat. c, Quebec	1 0 0	1⅛ 1¼
9000	Missouri, l, pref (fully paid)	10 0 0	10 10½
50000	Moselle,* l, b-l, Germany	1 0 0	
135000	Mysore,* g, India†	1 0 0	1⅛ 1⅜
120000	Mysore Reefs,* g, Madras	1 0 0	⅜ ⅝
40000	Nava de Jadraque,* g, s, Spain	1 0 0	
125000	Needlerock,* g, Wynaad	1 0 0	
37000	N. Gold Run,* hyd, Cal. (& 23000 pref	1 0 0	
100000	Nine Reefs,* g, Kolar, Mysore	1 0 0	
75000	Norway,* c, Halsönön and Radön	1 0 0	
200000	Nouv. Monde, g, Ven. (en com.)†	1 0 0	½ ¾
100000	Nundydroog,* g, Mysore	0 15 0	
150000	Olathe,* s-l, Leadville, Colorado	1 0 0	
125000	Ooregum,* g, Mysore	1 0 0	⅜ ⅝
15000	Organos,* g, Colombia	1 0 0	1⅜ 1⅝
150000	Parcherry,* g, South-East Wynaad.	1 0 0	
80000	Pestarena United, g, Italy*†	3 0 0	5/16 7/16
100000	Pierre d'Or,* g, Spain	1 0 0	
80000	Pierrefitte* (20000 pref.)	1 0 0	
30000	Placerville, g, q, California	2 0 0	
50000	Potosi,* g, Venezuela†	1 0 0	⅝ ⅞
00000	Providence,* g, s, California	1 0 0	
50000	Rara Fortuna,* s, Argent. Repub.	1 0 0	
40000	Ravenscliff, g, N. Zlnd; c, S. Aust.	0 5 0	
90000	Rhodes Reef,* g, Wynaad†	1 0 0	⅝ ⅞
25000	Rico, s, Colorado (non.-assessable).	2 0 0	

NON-DIVIDEND FOREIGN MINES—*continued.*

Shares.	Company	Paid.	Clos. pr.
8600	Rio Grande do Sul* (and 31,000 pref.)	5 0 0	
100000	Rossa Grande, g, Brazil*† (£1 sh.).	1 0 0	1/16 3/16
25300	Ruby and Dunderberg, g, Nev.*†	10 0 0	3¾ 4¼
34022	San Pedro,* c, Chili	1 15 0	
120000	Santa Cruz,* sul, c, Ferrol, Spain	1 0 0	½ ¾
250000	Silver Peak,* s, Colorado	1 0 0	1 1¼
200000	Souback & Catir Alan,* s-l, Turkey.	1 0 0	
100000	South-East Wynaad, g, India†	1 0 0	1⅛ 1⅜
160000	Tambracherry,* g, Wynaad	1 0 0	⅞ 1⅛
150000	Taunus,* s-l, c, Germany	1 0 0	
43174	United Mexican,*†‡ s, Mexico	29 7 9	1¼ 1¾
100000	Victorine (Nevada, U.S.) Deb. Bds.	1 0 0	
50000	Virneberg, c, Rheinbreitb., Ger.*	2 0 0	
120000	Wentworth,* g, Wynaad	1 0 0	
100000	West Frntno & Boliv.,* g, Colombia	1 0 0	
100000	Wynaad District,* g, India	1 0 0	
80000	Wynaad Perseverance,*† g	1 0 0	⅝ ⅞
75000	Yorke Peninsula, c, So. Australia†	1 0 0	3/16 5/16
54800	Yorke Pen., c, South Aust. Pref.†	1 0 0	⅝ ⅞
140000	Yuba River,* g, hyd, California	1 0 0	1 1⅛

INSURANCE COMPANIES.

Issue.	Shares.	Company	Pd.	Clos. pr.
50000	100	Alliance British and Foreign	11	36 38
10000	100	Ditto, Marine	20	28 30
50000	20	British and Foreign Marine [L].	4	22 23
550000	50	Commercial Union	5	24½ 25½
50000	50	Eagle	5	6½ 7
5000	20	Globe Marine [L]	11	
27500	100	Imperial Life	10	23 25
13453	100	Indemnity Marine	50	110 115
100000	10	Lion Fire [L]	2	1½ 2
49626	20	L'pool & Lond. Globe (£1 annty)	2	20½ 21½
35862	25	London	12½	65 67
40000	25	London and Lancashire Fire	2½	5½ 6
50000	20	London and Provincial Marine	2	5 5½
10000	100	Marine	18	26 28
50000	10	Merchants' Marine	2	1½ 1¾
50000	10	Maritime	2	7½ 8
40000	50	North British and Mercantile	8¾	64 66
30000	100	Northern	5	53¾ 54¼
40000	25	Ocean Marine	5	8¾ 9¼
	—	Phœnix Fire	—	
200000	10	Queen	1	3¾ 4¼
100000	10	Railway Passengers	29s.	7¼ 7¾
200000	5	Rock Life	½	8¼ 8¾
50000	10	Sea	2	5⅛ 5⅜
135000	20	Lancashire	2	8 8½
4000	20	Standard Marine	4	6¾ 7
10000	20	Thames and Mersey Marine [L].	2	12¾ 13¼
40640	20	Union Marine, Liverpool [L]	3½	5¾ 6¼
50000	20	Universal Marine [L]	3	8¾ 9¼

MISCELLANEOUS

Shares.	Company.	Paid.	Price.
25	Australian Agricultural	21 10	70 75
10	Brighton Aquarium [L]	10 0	3¾ 4¼
25	City of London Real Property	12 0	15¾ 16¼
16	Fore Street Warehouse [L]	14 0	19 20
15	Foster, Porter, and Co. [L]	10 10	15½ 16½
7½	Imperial Credit [L]	7 10	—
10	Milner's Safe [L]	10 0	9¾ 10¼
25	National Discount [L]	5 0	11 11½
10	Pawson and Co. [L]	6 0	5½ 6
50	Peninsular and Oriental Steam	50 0	63 65
Stk.	Scottish Australian Invt. Co.	100 0	210 215
Stk.	Ditto New Ordinary	50 0	105 110
Stk.	Ditto 6 per c. guar. pref.	100 0	130 135
Stk.	Ditto 5 per c. guar. pref.	100 0	112 117
12	Telegraph Conts. & Maint. [L]	12 0	26 27
5	Ditto, 2nd Bonus, 3 p. c. (retd. 2 10 0)		1⅝ 1⅞
1	Zoedone [L]	1 0	⅞ 1⅛

IRON AND COAL COMPANIES

Shares.	Company.	Paid.	Price.	
£100	Abbot, John, and Co [L]	£ 75 0	44 42	dis
5	Alltami Colliery Co. [L]	5 0	1 1½	
20	Ashbury Co. [L] (new)	6 10	6¾ 6¼	dis
3	Bagnall, John, and Sons [L]	3 0	½ ¾	
10	Benhar Coal Co. [L]	10 0	1¼ 1⅜	
10	Bilbao Iron Co. [L]	10 0	5½ 5¾	
20	Bolckow, Vaughan, & Co. [L] A	12 0	4½ 5	pm
50	Brown, Bailey, and Dixon [L]	40 0	22 20	dis
100	Brown, John, and Co. [L]	75 0	8 7	dis
3	Cakemore, Cseway. Grn. ord. sh.	3 0	—	
3	Ditto (7½ per cent. pref.)	3 0	—	
100	Cammell and Co. [L]	80 0	8¾ 8¼	dis
20	Cannock & Huntington Coal [L]	10 0	10½ 10	dis
10	Central Swedish Iron & Stl. [L]	10 0	1 1½	
50	Charlton Iron Co. [L]	50 0	3 3½	
50	Chatterley Iron Co. [L]	50 0	7 8	
10	Chillington Iron Co. [L]	10 0	3⅜ 3⅝	
10	Consett Iron Co. [L]	7 10	16 16½	pm
1	Consett Spanish Ore [L]	1 0	⅜ ½	pm
20	Darlington Iron Co. [L]	18 10	1 1½	dis
50	Davy Brothers [L]	22 10	4 4¼	pm
23	Ebbw Vale Co. [L]	20 0	9¾ 10¼	
8	Genl. Mining Ass. [L] (ful.pd.)	80 0	4¼ 4¾	
50	Knowles, Andrew, and Co. [L]	22 0	12 11	dis
20	Llynvi and Tondu [L]	20 0	7½ 8½	
10	Lydney & Wigpool Iron Ore [L]	9 12	1 2	
10	Marbella Iron Ore Co. [L]	10 0	7 7½	
10	Midland Iron Co. [L]	5 0	1½ 2	pm
10	Monkland Iron & Coal Co. [L]	10 0		
4	Mwyndy Iron Ore [L]	3 15	1 1½	
100	Nant-y-Glo & Blaina (8 p.c. prf.)	100 0	36 39	
3	Nerbudda Coal and Iron [L]	2⅛	⅝ ⅞	
10	Newport Abercarn Coal Co. [L]	10 0	7½ 8	
35	Palmer's Shipbldg. & Iron [L]	35 0	27 28	
100	Parkgate Iron Co. [L]	65 0	4¾ 5¼	pm
20	Patent Nut and Bolt [L]	14 0	10 10½	pm
20	Pelsall Coal and Iron [L]	20 0	15¼ 15¾	
50	Rhymney Iron Co. [L]	50 0	28 30	
10	Sandwell Park Colliery Co. [L]	10 0	17 19	
100	Shotts Iron Co. [L]	100 0	55 60	
25	Sheepbridge Iron and Coal [L]	20 0	5 4½	dis
50	Silkstone & Dodw. Cl. & Iron [L]	45 0	—	
50	Somorrostro Iron Co. [L]	50 0	—	
100	Staveley Iron and Coal Co. [L]	60 0	14½ 15½	pm
100	Ditto ditto B	10 0	2¼ 2½	pm
5	Teesside Iron & Engine Works	5 0	1¾ 2	
50	Tredegar Iron and Coal, A [L]	26 0	4½ 3½	dis
25	Ditto ditto B	25 0	24 25	
20	Ulverston Mining Co. [L]	16 0		
10	Vancouver Coal [L]	6 0	3 4	
25	W. Cumberland Iron & Steel [L]	20 0	12 12½	

BANKS.

Issue.	Shares.	Company	Pd.	Clos. pr.
100000	10	Agra [L]	all	10 10½
80000	20	Anglo-Egyptian Banking [L]	all	28 29
30000	40	Bank of Australasia	all	78 80
12500	20	Bank of British Columbia	all	18½ 19½
20600	50	Bank of British North America	all	53 55
10000	25	Bank of Egypt	all	27 29
50000	20	Bank of New South Wales	all	61 63
100000	10	Bank of New Zealand	all	25 26
25000	25	Bank of South Australia	all	38 39
20000	50	Bank of Victoria	25	35 37
40000	20	Chartrd. of Ind., Aust., & China.	all	23 24
30000	25	Ch. Merc. of Ind., Lond., China.	all	20½ 21½
20000	100	Colonial	30	61 63
50000	20	English Bk. of Rio de Janeiro [L]	10	13½ 14
60000	25	London and River Plate [L]	10	14 14½
50000	10	London and San Francisco [L]	all	6½ 7
50000	20	London Chartered of Australia	all	20 21
100000	11	National Bank of N. Zealand [L]	3½	3½ 4
60000	25	Oriental Bank Corporation	all	19½ 20½
12500	10	Queensland National [L]	5	9 9½
34000	00	Stndrd. of British So. Africa [L].	25	56½ 57½
50000	25	Union of Australia	all	62 63

GAS COMPANIES.

Issue.	Shares.	Company	Pd.	Clos. pr.
5000	20	Bahia [L]	all	18 19
10000	5	Bombay [L]	all	5½ 6
10000	5	Ditto, New [L]	4	4½ 5
29700	Stk	Brentford Consolidated	100	155 160
14000	20	British	all	33 35
550000	Stk	Commercial	100	185 188
20000	20	Continental Union [L]	all	23½ 24½
20000	20	Do. do. New, 1869, 1872	14	16 17
10000	20	Do. do. 7 per ct. Preference	all	25 26
23406	10	European [L]	all	19½ 20½
94850	Stk	Gaslight and Coke, A, Ord.	100	170 175
284200	Stk	Do, 4 per cent. Deb. Stock	100	104 106
5000	10	Hong Kong and China	all	15½ 16½
2800000	Stk	Imperial Continental	100	193 197
386500	Stk	London	100	195 200
12000	5	Malta & Mediterranean [L]	all	2 2½
100000		Metrop. of Melbourne 6 p.c. Deb.		
25000	20	Monte Video [L]	all	14 15
10000	5	Ottoman [L]	all	2¼ 2¾
30000	5	Oriental [L]	all	6¾ 7¼
27500	20	Rio de Janeiro [L]	all	25½ 26½
500000	Stk	South Metropolitan, A	100	210 215
50000	Stk	Ditto, ditto. B	100	178 182

TRAMWAYS.

Issue.	Shares.	Company	Pd.	Clos. pr.
40000	5	Anglo-Argentine [L]	all	4⅜ 4⅝
10000	10	Barcelona [L]	all	11¼ 12
7140	10	Belfast Street Tramways	all	6 6½
3050	10	Birkenhead, Ordinary	all	4 5
3000	10	Ditto, 6 per cent. Preference	all	9½ 10½
9290	10	Bristol [L]	10	14 14½
25000	10	Bordeaux Tram & Omnibus [L].	all	9¾ 10¼
3200	10	Chester [L]	all	—
24000	10	Dublin	all	10 10½
14690	10	Edinburgh Street Tramways	all	12¼ 12¾
35000	10	Glasgow Tramway & Omni. [L].	9	14½ 15
10000	10	Hughes Loco. and Tram. works.	all	¼ ¾
7500	10	Hull Street Tramways	all	8¾ 9¼
7500	10	Imperial [L]	all	2 3
34000	10	Liverpool Unit. Tram & Om. [L]	all	10¾ 11¼
25000	10	London [L]	all	13¼ 13¾
15000	10	London Street Tramways	all	10¾ 11¼
60000	10	North Metropolitan	all	14¾ 15¼
8000	10	Nottingham and District [L]	all	8½ 9½
15947	10	Provincial [L]	all	10½ 11
6000	10	Sheffield	all	5½ 6½
5000	10	Southampton	all	6¼ 6¾
6000	10	Sunderland [L]	all	4 5
10000	10	Swansea [L]	all	—
12000	10	Tramways of France [L]	all	5 6
16500	10	Tramways of Germany [L]	all	10½ 11
20000	5	Tramways and Gen. Works [L].	all	5¾ 6¼
40000	5	Tramways Union [L]	all	6 6½
25000	10	Vale of Clyde	6	4½ 4¾
7200	10	Wolverhampton [L]	all	6 7

TELEGRAPH COMPANIES

Shares.	Company	Pd.	Clos. pr.
Stk.	Anglo-American	100 0	51½ 52
10	Brazilian Submarine	10 0	11⅛ 11⅜
10	Cuba	10 0	9½ 10
10	Direct Spanish	9 0	5 5½
20	Direct United States Cable	20 0	10⅜ 10⅝
10	Eastern	10 0	10 10½
10	East. Exten. Austr. and China	10 0	11 11½
10	German Union	10 0	10¼ 10¾
10	Great Northern	10 0	11¾ 12¼
25	Indo-European	25 0	27½ 28½
10	London Platino Brazilian	10 0	4½ 5

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